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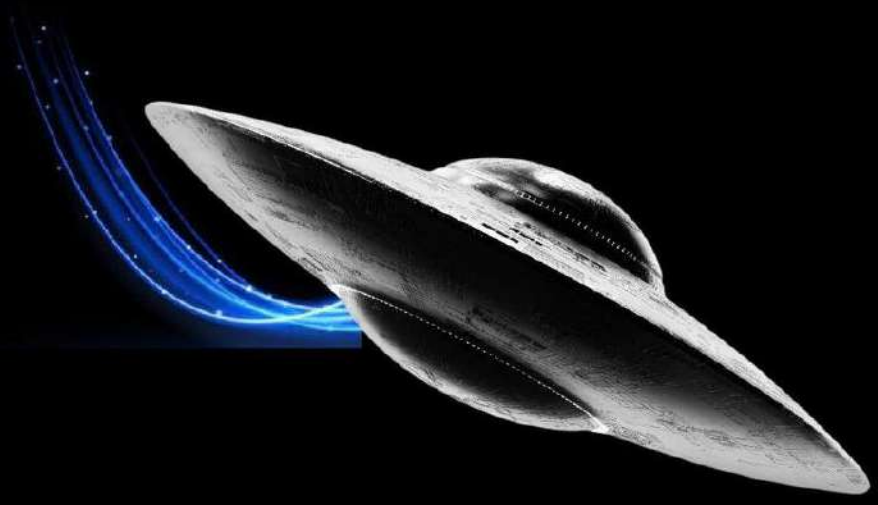
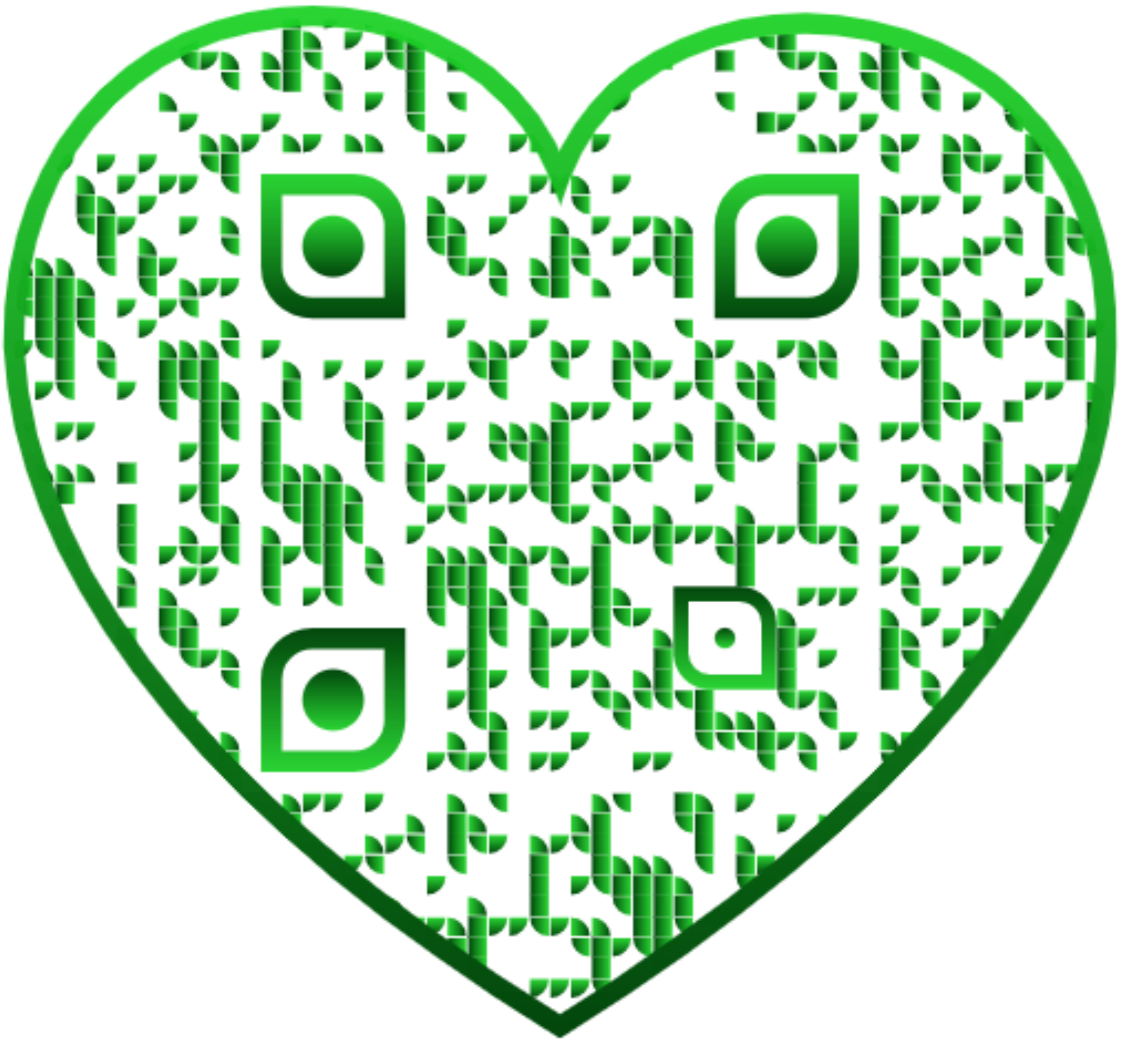
UFOs, the Alien Invasion and the CIA



FAILURE OF ADEQUATE DISCLOSURE

JOHN SCOTT CHACE



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UFOs,
the Alien Invasion
and the CIA
Failure Of Adequate Disclosure

The Truth and Deception behind the Central Intelligence Agency files on Unidentified Aerial Phenomena

by
John Scott Chace

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Dedication

It is with honor, I dedicate this book and its contents to the following:

God Almighty, my heavenly Father and Jesus Christ for everything. Whom I believe created the Angels of heaven, people on earth and the people of different worlds according to his will.

My wife Kristin, children and grandchildren.

My father Colonel Alston Rigby Chace, Chaplain (Col. U.S.A.F.), Vietnam Veteran and his brother Colonel Frank Clinton Chace Jr. (Col. USMC), Vietnam Veteran. My mother and all my Aunts and Uncles. My sister Carey and brother James, all my cousins and their spouses.

To all my business associates in the Insurance Industry who have had UFO experiences or want to know more about this phenomenon.

To all the residents, police, physicians, politicians, teachers, students, governors, mayors and military officers who came forward, to tell the truth about the UFO reality. For having courage in the face of skeptics who have never seen a UFO.

To you, the citizens around the Globe, that want to know the truth that we are not alone in this Universe.

To all my high school and work friends
keep your eyes on the skies because they are here!

John S Chace

In loving Memory of Col. Chaplain Alston R. Chace, USAF

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Chaplain Chace was the Chief of Chaplains for the US Air Force in Europe at Ramstein in the 1980's, a Cadet Chaplain at the Air Force Academy in the 1960's and Vietnam Veteran. He was known to visit UFO Interceptor Pilots along the flight line at several bases in Europe to conduct his Chaplain duties.

My father and I spoke on many occasions about UFOs and what it meant to be a Christian, a Military man with this new phenomenon (John Scott Chace).

As they say in the US Navy
"In God we Trust, all others we Track"

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UFO Magazines: Thanks to the editors and contributors of The APRO Bulletin, The UFO Investigator, The Flying Saucer Review and “UFOs: A History” by Loren E. Gross and all those that contributed to the material.

Websites for Researchers:
Project 1947| hosted by Jan Aldrich – go to: http://www.project1947.com
NICAP.org | hosted by Francis L Ridge – go to: http://www.nicap.org/index.htm
Water UFO | hosted by Carl Feindt - go to: https://www.waterufo.net
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The Citizens Hearing | hosted by Stephen Bassett | http://www.citizenhearing.org
NUFORC |hosted by Peter Davenport | http://www.nuforc.org
NOUFORS | hosted by Michel M. Deschamps | noufors.com

Military / Blue Book files:
National Archives: https://www.archives.gov/research/military/air-force/ufos.html
(for National Archives -input the word UFO, and materials will appear as links)
Fold3.com: https://www.fold3.com/

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Introduction

UFOs and growing up in a military family

As I look back over my life, I now know that my interest in UFOs / UAPs, and extraterrestrials began when I was seven years old. My father, Colonel Alston R. Chace was an Air Force Chaplain who eventually became the Chief of Chaplains of the Air Force for Eastern Europe. During his incredible career;

1. he met with UFO Interceptor Pilots along the flight lines in the 1960s;
2. was present at one of the tests for advanced laser beams weapons systems in the deserts of New Mexico;
3. was allowed to tour the B2 bomber before it became public; and
4. once flew into Area S-4, (south of Area 51) where the military and scientist retro engineered Anti-gravity propulsion systems from recovered Alien Spacecraft.

Being an Air Force brat, we lived all over Scotland, England, and the United States. Growing up on military bases, I became fascinated with Air Force jets and bombers. Little did I know many of these Air Force bases (that I called home) were experiencing regular nightly intrusions of UFOs.

1. Langley Air Force Base, Hampton, Virginia (1963-1964),
2. Mildenhall Royal Air Force Base, Suffolk, England (1964),
3. Lakenheath / Bentwaters Royal Air Force Base, Suffolk, England (1966/67).

My early interest in UFOs / UAPs is tied to my father's career and where we lived. For instance, we now know;

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On July 24, 1964, tower operators spotted four UFOs with binoculars over Langley Field, Virginia. Eventually, the sighting became six UFOs / UAPs in all, with four crafts in the lead and two following. In the Air Force records, the official position was "possible missile" activity at Wallops Island.

In 1966, there are four recorded UFO sightings within an hour and a half drive time of Lakenheath at Winslow, Cambridge, Berkshire, and London, UK.

1. On January 7, a domed disc was hovering low over a field at Winslow.
2. On April 28, two men saw two spherical objects moving away from their van at Cambridge.
3. On June 17, two nuclear scientists reportedly observed a 60-foot conical-shaped UFO at Abington, Berkshire.
4. Finally, on August 15, a couple reported several hovering (glowing) discs exiting and entering a mothership over their backyard at Wood Green, London.

During 1967, the year we would be moving back to the United States, England experienced many more UFO cases in Berkshire, Devon, Sussex, Putney, Manchester, Staffordshire, Cheshire, Lancashire, Avon, Middlesex, Hampshire, Southampton, Fordingbridge, Ramsgate Harbor, and Werrington. When we came back stateside, my father was appointed one of the Cadet Chaplains at the U.S. Air Force Academy in Colorado, Springs. Little did I know then UFOs were being sighted in every state. My story continues to develop over time.

The secrecy of UFOs, UAPs in the U.S. AirSpace

UFOs / UAPs (Unidentified Flying Objects, Unidentified Aerial Phenomena, or Extraterrestrial Vehicles) have been a matter of secrecy since the Roosevelt Administration.

The subject matter of UFOs / UAPs, became “Top-Secret” as the result of the National Security Act in 1953.

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According to one US Air Force Academy Cadet course, for thousands of years, these spaceships with their pilots have been exploring the Earth. Also, according to military experts, the number of advanced civilizations in the Universe we know of today appears to be over 40 different alien species. We do not know the exact number of species visiting Earth for compartmentalization of knowledge tactics used by the military and Intelligence agencies to contain facts.

We now have proof that these alien visitors have engaged in aerial combat with our jets, while other aliens have made friendly attempts at meeting humans. This proof comes from former government leadership (congressional members), military personnel (military officers), and scientists who are now coming forward to tell their stories.

Though the Pentagon has released UFO / UAP evidence from Navy gun cameras, it is apparent the American people remain in the dark as the government continues to keep many old and new cases classified above top-secret.

Because of this high security level on UFOs / UAPs, researchers have had to rely on empirical evidence from civilian stories (in newspapers), declassified military, private, and government documents, as well as eyewitness testimony. Gathering sworn statements, deathbed confessions, radar tracking recordings, photographs, movie films has given researchers a chest of evidence.

All that interests me is the truth; these ships are real, under intelligent control, and can outmaneuver the best equipment we have in our weapons arsenals.

Why the book on UFOs?

Why write a book on the sightings of UFOs? For me, it was the ability to study the early history of this aerial phenomena. After seeing a UFO for myself beginning in 2011, I wondered why I had never been taught about this reality in church or school. Up until this time, I believed discussions of UFOs or flying saucers were someone's imagination for science fiction movies.

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Little did I know that this subject matter would impact my view of the world. At first, I admit, I trembled with both intrigue and fear, not knowing what to make of these flying machines. As I got used to them, I needed to know how long UFOs have been in our skies in Connecticut, the rest of the country, and the world.

This book represents only one part of the historical timeline for UFO, UAP sightings around the Globe. For me, it's been a long journey from witness to the researcher on the subject material. Pouring through declassified documents and newspaper articles and discussing with other workmates, I have learned much about these machines and their occupants.

Though you may have had an experience similar to mine, I will assure you, the more you know, the better it will be to understand these visitors. The best preparation for any harsh reality is to be prepared and understand these flying objects exist and the reasons they are here.

Though we may not be privy to all classified reasons for their visits, the reality is:

1. Alien visitors are here;
2. UFOs and their occupants have been here for a long time; and
3. Alien visitors are observing us.

The questions we want to be answered.

It's taken ten years of research to organize and consolidate thousands of declassified documents, newspaper articles, and a few interviews in an easy to understand format. You will learn:

1. even with agency disclosure, the people have never received the full story on the UFO phenomenon;
2. why this phenomenon became a matter of National Security;
3. why the CIA supported the national debunking protocols;

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4. which military departments wanted to inform the public about the truth;
5. which Presidents, Congressional members and Military Leaders knew the truth;
6. that UFOs pilots use advanced technology:
    1. to engage our military pilots, civilian pilots, law enforcement, and astronauts;
    2. to monitor earth and its inhabitants; and
7. which governments still share UFO information and sponsor study groups.

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Chapter 1: Alien Invasion Begins – The CIA Knows

Newspapers, Judges All See Space Machines

Flying Saucer Flown by Dwarf Bugging Buenos Aires

September 11, 1968, El Paso Herald-Post, Texas

Ten thousand years ago, space explorers looked down on a blue planet we call earth. At that time, many parts of the planet were covered in ice sheets. These interplanetary explorers would witness the last remnants of the ice period begin its forced retreat from the Northern hemisphere, allowing trees, grasslands to grow and early humans (homo sapiens) to migrate.

Humans had been in a survival mode up until this time, competing for their next meal. But during the retreat of ice sheets, over the next 5,000 years, humans would begin to think about how they could dominate the environment.

Experts today believe we have evidence that ancient alien ships from deep space began periodic reconnaissance missions to explore this planet. Most of these researchers believe these ships and their crews increased their missions to earth around 5,000 years ago (3,000 BCE), during the beginning of the Egyptian Dynasty or Bronze Age of the human species.

Some experts theorize these Ancient Aliens engaged and may have assisted humans at this time; however, this has never been proven.

The early ships appeared to be magical.

When these first research vessels (UFOs) and their occupants arrived 5,000 years ago, humans were not technically sophisticated.

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Humans witnessing these spaceships from above must have believed they were magical or from the heavens.

Jacques Vallee and Chris Aubeck, in the book 'Wonders of the Sky,' share UFO sightings from ancient aliens around the globe, as far back as 2,000 years. The following mothership UFO case in Japan occurred July 7, 1015:

“The Director General of Saemonfu (the Royal Guard) said that he had witnessed two stars meeting at night. The circumstances were as follows: “there came little stars rushing out each big star, coming towards the other big star, and soon returned to their respective mother star, then the two stars flew away swiftly.”[i]

As I mentioned earlier, I had never believed in the reality of UFOs until 2011, when I witnessed several UFOs / UAPs in the Connecticut skies. Seeing UFOs for the first time was both fascinating and scary at the same time.

After I got past the shock of seeing these unusual spaceships, I wondered what these alien vessels were and where they come from. Yet without back and forth communication between aliens and humans, we cannot determine what star system and planets they originate.

Researching these worldwide UFO incidents allows us to deduce specific circumstances when and where alien vessels show and what the occupants do.

Excluding human abductions, the following list of identified reconnaissance missions provides us a few reasons for alien visitation. The pilot and crews of UFOs / UAPs have conducted:

1. Early reconnaissance missions (from 3,000 BCE to 1800 AD) to:
    1. monitor human evolutionary development;
    2. monitor the quantity and quality of plants, animals, and water on earth;
2. Recent reconnaissance missions (from 1900 to present) to:
    1. continue monitoring human evolutionary development on;

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    1. human science advancements;
    2. human languages across the globe;
    3. human daily activities (e.g., rearing children, treatment of our injured; sporting events, farming of the earth, fishing the seas;
2. continue to monitor the quantity and quality of plants, animals, and water on earth and the human impact on water, air, and animals;
3. begin monitoring the human technological advancements of the industrial manufacturing of automobiles, planes, bombs, nuclear (atomic) weapons;
4. begin monitoring air pollution (emission levels) from energy production plants (electric, fossil fuel, coal, and nuclear facilities).
5. begin monitoring the human aspect of atomic and nuclear threats to other peoples on this planet by surveying stockpiles of nuclear/atomic weapons at military bases, naval vessels, and missile sites;
6. continue to monitor the design and aerial capabilities of commercial and military planes;
7. continue to monitor the humanitarian crisis on earth during wars and civil unrest among the world's people.

Whatever reason UFOs visit earth, their occupants appear very interested in the human species. This ongoing effort appears to identify who we are as a population group and how we resolve conflicts. Most researchers believe aliens have identified the human species as hostile. Other researchers believe they are sizing us up for a potential confrontation. This book will share different types of UFO reconnaissance missions that reveal these visitors' ultimate goals.

When the Aliens showed up

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According to a class given to cadets at the US Air Force Academy, UFOs began visiting earth thousands of years ago. It is not just the Academy that believes this but thousands of UFO researchers, scientists, and ordinary citizens.

What could Aliens want with the people of earth? Five thousand years ago, humans were not advanced in technology, nor did we know what space people were, yet these interplanetary explorers formed an interest in this planet and human species.

As mentioned above, Jacques Vallee wrote a book that discusses possible space visitors and human interactions spanning nearly 2,000 years ago. His book ‘Wonders of the Sky’ provides intriguing stories.

Yet, in the last century, humans have recorded many UFO reports to analyze. This is where we begin our story, before the CIA formation and the possibility of early United States Presidents becoming aware of UFO occupants. Now we know these visitors appeared from deep space, interested in observing and monitoring the activities on this planet.

How the CIA played a Part

The recently declassified files of the Central Intelligence Agency comprised UFO sightings from foreign newspapers, television shows, and foreign embassy teletype messages.

These official CIA reports include an enormous amount of non-UFO related information on day-to-day activities in various countries worldwide. The information includes political, social, and economic activities in the countries in which some UFO case originates. Only a tiny percentage of these declassified CIA files contain information on UFOs. The lack of UFO cases in the CIA files suggest several thoughts:

1. the CIA continues to hold “classified” UFO information (retain these cases in other secured locations);
2. those responsible for tracking UFO cases in other countries did not do their jobs (incompetence); or

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3. the CIA is blocked from obtaining the information as a result of the secrecy levels of other countries.

We can say that regardless of the reasons above, we now have evidence the CIA was informed of thousands of UFO written cases, photos, and films that they have never disclosed on their website.

Americans killed in a balloon.

In one of these CIA case files, we found one interesting case, such as a 1995 teletype message, of a newspaper article that discussed the recent downing of a balloon by a Russian military helicopter. In this case, balloonists found themselves over restricted Russian airspace and did not respond to warning shots from an army helicopter or the failed attempts at radio transmissions.

The human occupants were in a freight container hanging on a rope below the balloon. Pilots confirmed the balloon's presence near a military airfield with strategic missiles and their troops. The Russian MI-24 helicopter fired warning shots from 600 meters and after no reaction, the Air defense commander gave the order to destroy the balloon. The MI-24 helicopter fired its machine gun, and some 20 bullets ripped through the balloon.

The balloon and gondola (freight container) plummeted from 2,300 meters to the ground. The deceased later identified as US citizens, we're in the freight container at the time of the accident.

The sad side of this story is that if radio transmissions were used to communicate with the balloonists – it was questionable if the US citizens understood the Russian language.

The CIA became involved in leading NICAP.

We also learn the CIA continued to add to its intelligence via associations and personnel additions to specific UFO research

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organizations like the National Investigations Committee on Aerial Phenomena (NICAP).

After becoming aware of the seriousness of UFO activity over US Airspace, retired U.S. Marine Corps Major Donald E. Kehoe helped establish the NICAP Organization.

Over the years, Major Kehoe kept in touch with his associates in the US Navy, US Air Force, and other branches on the UFO phenomenon, which he believed to be a threat to human safety. Keyhoe was right; several UFO cases resulted in the loss of pilots and planes while pursuing UFOs.

NICAPs bulletin 'The UFO Investigator' became an instrumental tool in explaining to the public about UFO activity in America's skies. Local newspapers would share what was happening in their region and these stories would end up in 'The UFO Investigator' after further investigation.

NICAP would aggregate these cases, along with their investigations of military incidents, and inform the public, the Pentagon, and Congress.

The NICAP board sought out experts from many fields to add credibility in its analysis of UFO incidents. It was several years later that several former CIA employees came to critical positions within the organization.

For instance, former CIA Director, Rear Adm. Roscoe Hillenkoetter, became a member of NICAP's board of governors and agreed that the US government withheld information from the public.

Colonel Joseph J. Bryan, III, was asked to join NICAP and had been the founder and original chief of the CIA psychological strategy board. Two other former CIA officers joined later, notably Karl Tomlinson Pflock and Count Nicolas de Rochefort. Both of these men also agreed the US Government was withholding information from the public.[ii]

CIA denies any interest in UFOs

What seems apparent is that the CIA denied interest in UFOs activities after 1953; however, evidence in Project Blue Book files

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indicates some US Air Force UFO reports were sent to the CIA. An excellent example of this is the 1953 case involving the loss of two military pilots (Lt. Moncla and Lt. Wilson) chasing a UFO over Michigan.

According to a former employee of the National Security Agency, Todd Zechel, all four directorates of the CIA have engaged in collecting and analyzing, and suppressing UFO data since 1948. Timothy Good, author of 'Beyond Top Secret,' adds:

"Zechel claims that the National Photographic Interpretation Center (of the CIA) has been analyzing all UFO photographic data, and the Office of Scientific Intelligence (former name) has been analyzing worldwide UFO data since its inception, including non-photographic cases, physical evidence, and secondary analysis of photographic cases."[iii]

As we begin to read these sensational UFO cases in this book, we will come across UFO files and photographic evidence that the CIA never released to the public. According to the CIA employees, they were tracking all UFO cases directly from other sources and the US Air Force.

How the CIA collected UFO cases

Former CIA employee Todd Zechel mentioned earlier claims: UFO reports originating in the United States were collected by the CIA and other intelligence agencies such as the NSA and the Defense Intelligence Agency.

1. Domestic UFO reports were collected from the CIA's Domestic Collection Division offices in cities throughout the United States.
2. Foreign UFO reports were from the National Foreign Assessment Center that collected foreign UFO reports from the Information Service, the Office of Current Intelligence and Office of Operations, as identified in the 1970s."

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Many of the UFO reports from foreign nations in this book are from the Foreign Broadcast Information Service.[iv]

How the CIA directed its findings

Through Teletype messages, the CIA dispersed its reports to other US agencies (DIA, NSA, etc.), as well as the Secretary of Defense, and US Air Force, Army, and Navy Bases. Some of these US Air Bases are Ramstein Air Base-GE, AIC Norfolk-VA, FBIS Reston-VA, FBIS Storage Center (Reston)-VA, NAIC Wright Patterson AFB-OH, AMC Intelligence Center Scott AFB-IL, US Space Command HQ Peterson AFB-CO, Secretary of State, Washington-DC, Defense Intelligence Agency – Wash-DC, CDR Psyops Ft Bragg-NC, USCINCPAC, Honolulu-HI.

Photographic evidence

If you are to study the US Air Force as I have, you will find there's very little photographic evidence in the Project Blue Book files. CIA employee Todd Zechel claims that photographic evidence found missing from the Air Force Project Blue Book files eventually found its way to the CIA's Office of Scientific Intelligence (OSI) in the 1950s and specifies the number of movie films it has on record. Some of these early UFO films are:

1. April 27, 1950 – UFO was captured on film at White Sands Proving Ground, New Mexico on cinetheodolite film;
2. May 29, 1950 – two gigantic UFOs captured on film traveling at 2,000 mph;
3. July 14, 1951 – a UFO captured on 35mm film was taken by a military pilot during chase;
4. August 23, 1953 – a UFO was captured on 8mm film taken at Port Moresby, New Guinea;
5. May 24, 1954 – a UFO was captured on film during a reconnaissance mission by a pilot on RB-29 aircraft near Dayton, Ohio.

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6. July 29, 1952 – a UFO was captured on 16mm film taken by Ralph C Mayher, U.S. Marine Corps Photographer Ave., Miami, FL[v]

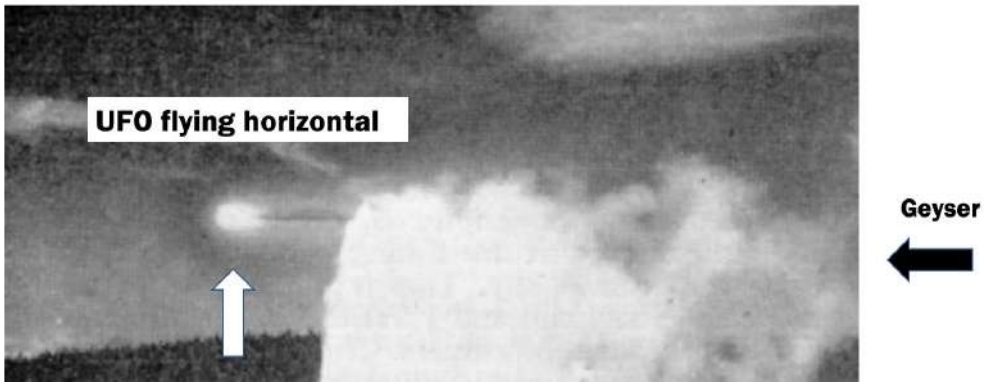
None of the above films, in the secret storage files of the CIA, have been released to the public.

President Theodore Roosevelt administration

One of the first UFO encounters in the United States occurred during the President Theodore Roosevelt administration (1901-1909).

Some of the earliest UFO reports comes from newspapers in the US. Thousands of these cases were never recorded by the CIA as they occurred prior to its creation. The following is an example of such an encounter.

UFO filmed at Yellowstone National Park - 1957



Spheres followed man

In 1820 a young man walking home in a forest near Putney Hill Hopkinton, New Hampshire, witnessed several UFOs. The man walked approximately 2 miles, and during this trip, two glowing spheres appeared.

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Curious, the man continued on his way but would stop occasionally and look back at the two objects. When he looked back, the spheres would stop in midair. When the man resumed his walk, he realized the UFOs would then also continue following him. The spheres came no closer than 50 feet from him during his walk home. [vi]

Over Washington DC

On November 10, 1860, at sunset, witnesses confirmed Washington DC experienced three UFOs over the city. The observers stated the three objects looked like a balloon's size moving at great speed in a south-westerly direction. The UFOs were illuminated brilliantly from the light remaining at the end of the day. The observers watched the three UFOs until each object faded from view. [vii]

The first US Military UFO report
Admiral Frank Herman Schofield
Commander in Chief, U.S. Fleet

On February 28, 1904, three crew members aboard the USS Supply ship off the California coast witnessed three gigantic sphere-shaped UFOs.

The following UFO event was written by Lt. Frank H. Schofield: March 1904 issue of the Monthly Weather Review (MWR), containing a letter entitled ‘Remarkable Meteors.’

Lt. Frank H. Schofield was just beginning a long and vital career with the Navy. Some twenty years later, he would be promoted to Rear Admiral, and ten years after that would be the Commander in Chief of the U. S. Fleet. His story is as follows:

"We are pleased to report the following communication from the USS Supply at sea off the coast of California."

"I have the honor to report that three somewhat remarkable meteors were observed from this ship at 6:10 am (Greenwich meantime, 3 hours, 12 minutes) on February 28, 1904, in latitude 35

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deg. 58 min. north, longitude 128 degrees, 36 minutes west." (Note: This is about 300 hundred miles west-south-west of San Francisco.)

"The meteors (UFOs) appeared near the horizon and below the clouds, traveling in a group from the northwest by north (true) directly toward the ship.

"At first, their angular motion was rapid and colored bright red. As they approached the ship, the UFOs appeared to soar, passing above the clouds at an elevation of about 45 deg.

"After rising above the clouds, their angular motion became less and less until it ceased when they appeared to be moving directly away from the earth at an elevation of about 75 degrees and in direction west-northwest (true).

“It was noted that the color became less pronounced as the meteors gained in angular elevation."

"When sighted the largest meteor (UFO) was in the lead, followed by the second in size at a distance of less than twice the diameter of the larger and then by the third in size at a similar distance from the second in size.

"They appeared to be traveling in echelon (formation) and so continued as long as insight. The largest meteor had an apparent area of about six suns.”

"It was egg-shaped, the sharper end forward. This end was jagged in outline. The after end was regular and full in outline."

“The second and third meteors were round and showed no imperfections in shape. The second meteor was estimated to be twice the size of the sun in appearance and the third meteor about the size of the sun."

“When the meteors (UFOs) rose, there was no change in relative position; nor was there at any time any evidence of rotation or tumbling of the larger meteor."

"I estimated the clouds to be not over 1 mile high. The near approach of these meteors to the surface and the subsequent flight away from the surface appear to be most remarkable, especially so their actual size could not have been great.”

"That they did come below the clouds and soar instead of continuing their southeasterly course is also equally sure, as the

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angular motion ceased and the color faded as they rose."

"The clouds, in passing between the meteors and the ship, completely obscured the former. Blue sky could be seen in the intervals between the clouds. The meteors were in sight for over two minutes and were carefully observed by three people, whose accounts agree as to details." [viii]

President Franklin D. Roosevelt Administration

Before creating the CIA (President Truman), the Franklin D. Roosevelt Administration (1933-1945) experienced several low-profile UFO incidents. I say low profile as the only people knowing about it was top US officials and researchers in the UFO community.

Franklin D. Roosevelt's cabinet was made up of Vice President: Henry Agard Wallace; Secretary of State: Cordell Hull; Secretary of War: Henry L. Stimson; and Secretary of the Navy: Frank Knox.

The above names show up repeatedly throughout the early UFO cases in declassified documents or newspaper articles attempting to calm the Nation over UFO sightings. The following cases represent the first recorded UFOs in this past century.

Reverend Turner Hamilton Holt

The first UFO case we will review is a document that has not been released by any Government Agency. It is the case of Reverend Turner Hamilton Holt and the Secretary of State, Cordell Hull, under President Franklin D. Roosevelt.

This first official US UFO incident was recorded in 1939. A letter presented to the UFO research organization 'MUFON' by the daughter of Reverend Turner H. Holt explained how her father was given access to alien bodies and portions of a recovered craft. Holt's cousin, Secretary of State Cordell Hull, granted this access to the craft and alien bodies.

The letter details how Secretary of State Cordell Hull swore his cousin (Rev. Holt) to secrecy, allowing the Reverend the privilege to

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view dead aliens. The letter uses the words "four glass chambers containing "dead creatures."

During Holt's visit with his cousin Cordell Hull, he was allowed to touch the crashed saucer's remnants.[ix]

Update on the Reverend Holt UFO case: According to author Paul Blake Smith, Reverend Turner Holt's daughter had mentioned in an interview that her father shared he had seen three or four alien creatures in glass jars.

Reverend Holt recalled these human-like little bodies he called "creatures" were placed inside the clear containers and were floating in a clear liquid, much like formaldehyde. According to her father's description, these beings had grey-looking skin, were slender in shape, had long thin arms and legs, large bulbous heads, and black eyes.[x]

Over the past twenty years, researchers have attempted to obtain further documentation of the physical evidence for this particular case; however, tight secrecy remains at all levels of our government.

Reverend William Huffman

This second US UFO case has not been released by any Government Agency. It is the UFO case of Reverend William Huffman and the US Army after the crash of an alien vehicle at Cape Girardeau, Missouri. Through the testimony of Reverend William Huffman's granddaughter, the Mutual UFO Network (MUFON) uncovered the facts of this case.

In the spring of 1941, an extraterrestrial space ship crashed at Cape Girardeau, Missouri. A UFO with gray-colored occupants died or was in the process of dying at the crash site.

Thinking the crashed vehicle was a passenger plane, the local sheriff and fire department responded. Once the emergency responders arrived at the crash site, they did not know what to make of the unusually shaped ship embedded and strewn across the landscape.

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On the site first, the sheriff, thinking humans were dying, believed they would need last rites and contacted Reverend William Huffman. The facts of this case are as follows:

"Spring 1941, the crash of a space ship of unknown origin occurred at Cape Girardeau, Missouri. Suspecting a passenger plane craft, the local pastor was asked to come to the site to pray over the dead. At the scene, residents, police, firefighters, and the pastor realized the crashed object was a spaceship of unknown origin.

Several small "creatures," as they were called, were found dead or dying outside the broken craft. As Reverend William Huffman began to pray over the small "creatures" and the fire department was putting out small fires, the US Army arrived at the scene.

The US Army immediately quarantined the area, swore all witnesses to secrecy for "National Security," and sent the witnesses home.[xi]

Further research indicates that this story's facts were passed down to the grandchildren of the; 1) sheriff, 2) firefighters and 3) other first responders who had been at the scene on that particular evening.

More UFO cases

Continuing with the Roosevelt Administration, this next UFO occurred in 1942. As we mentioned early, the Secretary of War: Henry L. Stimson; and Secretary of the Navy: Frank Knox made comments about the evening of February 25, 1942. The CIA did not release any details of this case.

The Battle of Los Angeles

On February 25, 1942, around 2:00 am, a fleet of unknown aerial aircraft invaded US Airspace over Los Angeles, California.

Today this UFO case is called the ‘Battle of Los Angeles.’ At the time, local newspapers reported statements made by Secretary of War: Henry L. Stimson and Secretary of the Navy: Frank Knox.

Some of these statements were false; and were intended to calm the Nation’s people in a time of war. As in the prior UFO cases

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(e.g., Cape Girardeau), the US Army initiated a secrecy veil.

The story begins with the coastal batteries being on high alert in California because the week before, an Imperial Japanese Navy submarine invaded American Waters.

Military records reveal that on February 19, 1942, an Imperial Japanese Navy submarine of the I-17 type (no aircraft launch capability) had landed at Point Loma, San Diego, to verify a plan of attack on US soil in the coming days.

Four nights later, on February 23, 1942, the I-17 Imperial Japanese Navy submarine shelled the Ellwood Oil Field off Santa Barbara, California. It was the first time an Imperial Japanese Navy submarine fired on US soil.

For over twenty minutes, the crew aboard the I-17 shot over 17 shells toward the Richfield aviation fuel storage tanks on the blufftop behind the beach but missed.

This early strike invasion on US soil placed the US Army gun emplacements on high alert around Los Angeles.

Two nights later (February 24 & 25), sometime around 3:16 am anti-aircraft batteries spotted a fleet of unidentified flying objects heading toward Los Angeles from the sea. Believing that Los Angeles was under attack a second time, this time by Japanese warplanes, Army gun emplacements began shelling at the objects in the sky.

The following day, in its morning edition paper, the ‘Los Angeles Examiner’ shared: "The numbers of aerial vehicles reported by civilian witnesses [were] as high as fifty (50).' Peter Jenkins of the ‘Los Angeles Examiner’ editorial staff wrote that he saw the V formation of twenty-five (25) silvery planes overhead moving slowly across the sky toward Long Beach."

"About 10 minutes later, after the first barrage, the second flight of planes coming from the Santa Monica Mountains also were picked up by the searchlights. Jean Fison in Long Beach said she saw twelve (12) planes drop flares that burned out around 3,000 feet. Some people in Torrance said they saw as many as fifteen (15) planes in a nondistinctive formation; others reported 'clouds of planes."[xii]

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Secretary of War Henry L. Stimson confirmed the aerial intrusion of fifteen (15) planes over Los Angeles. The newspapers carried the words: "Stimson Says 15 Planes Over LA".

In a direct contradiction to Stimson's statement, Navy Secretary Frank Knox shared: "there were no planes over Los Angeles last night." Knox added, "the whole thing was a false alarm."

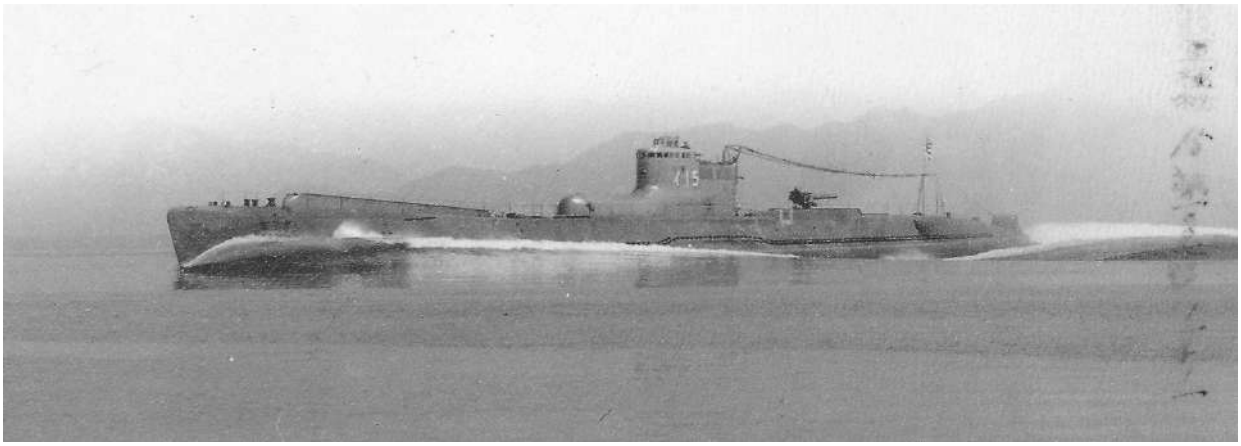
Such contrasting statements over this UFO sighting led to the speculation that a coverup was being staged. The facts of this case became more conflicted as the US government flooded the media with mixed messages.

Some local newspapers were led to believe the objects in the sky were large "weather balloons." Other stories suggested the aerial vehicles in the skies had been "Japanese aircraft" or possibly "German aircraft."

At the time, the US Government knew the Japanese had launched their new weapon, the B-1 submarine. This advanced submarine had an aircraft hangar in the front of the conning tower.

The B-1 submarine could launch a single airplane from the deck once it surfaced. Since no imperial Japanese aircraft carriers were off the west coast, the only way to get Japanese planes over California would be to launch them from a B-1 submarine.

After World War II, the Japanese government disclosed to the American government leadership that: "no Imperial Japanese Navy aircraft were sent over Los Angeles at that time."



B-1 submarine

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Furthermore, since the number of B-1 submarines was limited, a fleet of 15 Japanese planes would require 15 Imperial Japanese Navy B-1 submarines. Due to limited production capabilities, placing 15 Imperial Japanese Navy B-1 submarines off California was impossible to achieve in 1942.

In addition to the Japanese military being ruled out, there was no proof presented to the public that German military aircraft had the fuel capacity to enter US Air Space over Los Angeles in 1942.

Finally, the Balloon theory over Los Angeles fell apart when US Army shells (over 1,400 rounds) failed to hit their intended target and bring down the mysterious aerial objects. A few witnesses claimed a number of the shells bounced off one of the hovering silver UFOs. The witnesses to the event shared:

1. "floodlights scanned the skies overhead";
2. “artillery shells from anti-aircraft guns bounced off the silver hovering ship”;
3. “our shells failed to penetrate the intended targets.”

Adding further mystery to the case, one California paper shared: "two unidentified objects had been shot down, and these planes (objects) were later identified as enemy planes." This local newspaper shared our military had recovered both objects.

The downed planes could not come from a B-1 submarine, as mentioned above. The witnesses declared over 15 airships were seen that evening.

The American public had no visible proof (photographic or otherwise) taken by the military, which was then provided to the local newspapers to confirm the enemy aircraft statements made by Knox and Stimson.

The only photograph printed in the newspapers was the explosions in the night sky attempting to reach one of the targets, as revealed by the LA Times.

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The Battle of Los Angeles, The LA Times, [xiii]

A memo, (retrieved at www.majesticdocuments.com) from Chief of Staff (US Army) George C. Marshall to President Franklin D, Roosevelt dated March 4, 1942, states: "regarding the air raid over Los Angeles it was learned by Army G2 that Rear Admiral Anderson… recovered an unidentified airplane off the coast of California… with no bearing on conventional explanation. This Headquarters has come to the determination that the mystery airplanes are in fact not earthly and according to secret intelligence sources they are in all probability of interplanetary origin."[xiv]

1943

Though the CIA had yet to be formed as one of the elite Intelligence Agencies in the US, their files include UFO cases from 1943 and later from all over the world. China, Russia, Belgium, Spain are some of the countries in which the CIA kept records of UFO encounters.

The CIA China UFO report

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A CIA file indicates in the autumn of 1943, a man reported seeing a UFO in the evening hours at his home in Quinxian, China. His statement is as follows:

"I was enjoying myself in the courtyard when suddenly something flew across the sky from east to west shining white light, but the light-wave was not large. Its center seemed like a saucer "revolving around a fixed point" in the sky. When I saw it passing overhead, I ran up to the roof of the house to watch it, but it disappeared in about a minute. Later on, I heard that it landed somewhere. I think I was not the only one to see it at the time, and later on, there was a lot of discussion about it, that it was said to be a new weapon that Japan invented.[xv]

Comment: During 1943, the Germans had yet to develop experimental jet fighters, let alone UFOs. It was not until 1945 that the Russians captured materials from manufacturing plants in tunnels located across Poland and neighboring countries. Those items seized would be identified as “Wunderwaffe” or wonder (miracle) weapons.

It has been postulated that the Russians were able to capture some of these German wonder weapons and Nazi Scientists at the close of 1945. Once back on Russian soil, the Russian military and captured German scientists begin retro-engineering the flying devices. From all evidence today, these “Wunderwaffe” inventions were advanced avionic turbojet engines and massive battlefield tanks.

Today, most documents confirm that the recovered NAZI flying devices used combustion jet engines and not anti-gravity propulsion. Though some researchers suggest a “German Bell” using anti-gravity may have been experimented on in the Poland secret tunnels, no facts or records exist that prove it was ever miniaturized and installed in a german flying machine (human-made UFO).

Because the anti-gravity propulsion technology had not been developed, the 1943 China UFO case mentioned above could not have been a new spacecraft created by Russian scientists.

Furthermore, it is doubtful; the Germans would have experimented with their retro-engineered UFOs over China in 1943. If their new inventions failed over Chinese territory, the German military

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and scientists would have known their experimental ships could quickly be recovered and retro engineered by the Chinese.

Finally, the Germans not developing jet propulsion flying machines like the Me-262 (Hitler's Wunderwaffe Jet Fighter) until 1945 indicates the Japanese were unable to create these flying machines in 1943. By deductive reasoning, the facts of the above UFO case or similar cases show that the machines flying over China in 1943 or earlier were of extraterrestrial origin.

1944

UFO near railroad tracks

It is the tail end of World War II, and UFOs are being reported all over Europe. Many of these UFOs “foo-fighters” followed American, British, and German planes while monitoring war zones.

In September 1944, over 500 German soldiers near Epinal in the French province of Lorraine were waiting for the advance of Allied troops when they witnessed a six (6) foot diameter craft near the railway at Epinal, France.

The following facts are provided from Jerome Clark and Lucius Farish's book, "The Mysterious 'Foo-Fighters' of World War II”.

“Private Erich Immel reported a silver-white, dull aluminum craft (UFO) appeared near German troops hovering a few feet above railroad tracks." Immel mentions, "he aimed and fired his rifle at the device. Then he says all 500 troops opened fire on the suspended object. As soon as the first bullet hit the object, it became bright as the sun.” In his words of the private: "It flared up into the brightest sunlight I’d ever seen.” The UFO then left the vicinity.[xvi]

1945

As the Russians and Americans advanced towards Berlin Germany near the end of the war, hundreds of soldiers on the ground began reporting UFOs. These reports would make it back to Army headquarters and the Secretary of War who kept President Truman informed. The American public was held in the dark during this whole

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time. Most of these overseas UFO reports have not been released by the CIA, though the OSI and OSS (predecessor of the CIA) would have had copies in their files.

UFO Fleet over the Autobahn

On March 25, 1945, soldiers of the 6th Armored Division of the United States 44th Armored Infantry Battalion witnessed a fleet of UFOs in Germany. The ‘UFO Investigator’ informs us; “Traveling along the Autobahn to Darmstadt soldiers of the 6th Armored Division witnessed a formation flight of UFOs. The soldiers, not reaching their intended destination, ended up in a wooded knoll south of the city overlooking the autobahn."

“That very evening, soldier John Norris and several others watching the autobahn observed six or seven bright yellow-orange circular objects approaching at 150 feet in altitude. They immediately woke up 30 troops and watched these objects pass among the trees as close as 60 feet from the camp.”

“The UFOs followed a path but moved erratically. They appeared to be "individually controlled" as they moved up, down, forward and backward. The light emitted from the UFOs was bright enough to throw shadows of the trees and illuminate the men as they emerged from their foxholes. The objects were estimated to be three to four feet in diameter and traveling at no more than 10 miles an hour."

“The men were frightened and had crouched back down into their foxholes or moved to the shadows. Several stated they had the sensation of being peered at.” [xvii]

Interplanetary Possibility

In a CIA memorandum dated March 31, 1949, the subject being "Notes and Comments on Unidentified Flying Objects," H.L. Bowers informs Dr. Machle the following:

“Studies on various possibilities have been made by Dr. Langmuir of GE, Dr. Valley of MIT, Dr. Lipp of Project Rand. Dr. Hynek (Dr. J Allen Hynek) of Ohio State and Aero Lab.

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“That the objects are from outer space or are an advanced aircraft of a foreign power is a possibility, but the above group has concluded that it is highly improbable.”

“In discussing this subject with Mr. Deyarmond at Wright Patterson Air Force Base, he seemed to think, and I agree, that the flying discs will turn out to be another 'sea serpent.' However, since there is even a remote possibility that they may be interplanetary or foreign aircraft, it is necessary to investigate each sighting.”[xviii]

CIA Director; UFOs are not Russian or US

The ‘Worchester evening Gazette’ in May 1950 posted the following comments from a former CIA director: “The unknown objects are operating under intelligent control. It is imperative that we learn where the UFOs (unidentified flying objects) come from and what their purpose is.” In referring to the years of World War II and the years immediately following, he said: “I know that neither Russia nor this country had anything even approaching such high speeds and maneuvers.”[xix]

The CIA grows concerned as UFO reports Increase:

Beginning 1952, the CIA becomes concerned with Intelligence channels becoming blocked by the hordes of UFO reports coming from the European theater. According to the CIA's statement:

1. “A massive buildup of UFO sightings over the United States in 1952, especially in July, alarmed the Truman administration.”;
2. “On 19 and 20 July, radarscopes at Washington National Airport and Andrews Air Force Base tracked mysterious blips.”;
3. "On July 27, the UFO blips reappeared. The Air Force scrambled interceptor aircraft to investigate, but they found nothing. The incidents, however, caused new headlines across the country. The White House wanted to know what

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was happening, and the Air Force quickly explained that the radar blips might be the result of temperature inversions.;

4. “Later, a Civil Aeronautics Administration (CAA) investigation confirmed that such radar blips were quite common and were caused by temperature inversions.” [xx]

The above article does not share the supporting evidence that military and commercial pilots witnessed UFOs on the very night of the incursion. Several reports from local newspapers, declassified documents, and Major Donald Keyhoe's interviews of pilots reveal UFO fleets arriving and disappearing over the Nation's Capital for two weeks in July of 1952.

CAA Radar experts at Washington National Airport explained that temperature inversions were not the cause of the phantom blips. It was determined shortly after that: "the instantaneous "loss of the blips" were caused by the sudden acceleration to faster than light speeds attained by the spacecraft(s) departing the area."

The CIA website confirms the same or similar objects appeared once again over the US Capitol on July 26-27. This time two military jets were dispatched from New Castle, Delaware. The Air Force confirmed: "One of the jet pilots reported four UFOs (lights) in front, approximately ten miles out and slightly above him, but he reported he had no apparent closing (overtaking) speed. They disappeared before he could overtake them."[xxi]

Top CIA official reports a UFO at Alexandria.

Throughout my research into the UFO phenomenon, I have uncovered UFOs seen by military officials, FBI agents, and a few CIA officials. The following UFO case involving the CIA official was not in the recent CIA file release.

On May 22, 1952, a CIA official hosting a dinner party at his home in Alexandria, Virginia, witnessed an unidentified flying object. According to USAF Captain Edward Ruppelt, around 10:00 pm, this senior CIA official was in the process of entertaining his dinner

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guests, including a retired General and several others, when they observed a red-lighted UFO approach the backyard of a home.

"While facing south looking across the countryside, the host in a conversation strayed a bit as he noticed a light approaching from the west. He had assumed it was an airplane and had casually watched it, but when the light got fairly close, the CIA man said that he suddenly realized there wasn't any sound associated with it."

"If it were an airplane, it would have been close enough for him to hear the engine even above the hum of the guests' conversations. He had quit talking and was looking at the light when it stopped for an instant and began to climb almost vertically."

"He then pointed the object out to the other guests, and as they looked up, the light finished its climb, stopped, and leveled out. They all watched it travel level for a few seconds, then go into a nearly vertical dive, level out, and streak off to the east." [xxii]

According to Air Force records, radarscopes in the Washington area reported no airplanes flying west to east of Alexandria in the past hour. The weather station at Bolling Air Force Base said that there were no weather balloons in the area. According to the guests at the dinner, a chaplain confirmed– the light (UFO) appeared to "jump."[xxiii]

UFOs were seen by the CIA over Washington DC – Again!

Two years later, on November 9, 1954, a US Navy commander based in Washington, DC, Alvin E. Moore, worked for the Scientific Intelligence Department of the CIA when he witnessed his first UFO fleet. Moore shared:

"When I left the office at 5:00 pm, I saw in the western half of the sky—and mainly in the southwestern quadrant—above the long, narrow, horizontal sky ribbon—two huge X's or crosses of pearly white vapor."

"I thought that in medieval days an observer of such huge crosses in the sky probably would have considered them an omen.

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They looked, however, more like X's than crosses having right-angle parts, and I concluded that each of four flying saucer emissions of propulsion materials had crossed another to form the X's above the horizontal ribbon-like line of gas or vapor". [xxiv]

The US Capitol's third invasion fleet:

The Defense Department commented on this next UFO case, yet the article was not in the CIA files. On January 1, 1965, residents of Alexandria, Arlington, and the District of Columbia looked up into the skies to observe another fleet of UFOs over the US Capital. This case became the third fleet of UFOs to fly over DC in 13 years. The first two fleets occurred in July 1952. The press and Frank Edwards tell us this event happened around 4:20 pm.

Twelve Army Specialists in the munitions building reported seeing the objects in flight as two US Jets followed in pursuit. The 'Washington Star' reported the specialists: "agree on the shape and an approximate number of the discs and the fact these things were speeding faster than the jet interceptors." When the 'Washington Star' attempted to interview The Defense Department, the response was: "There was no such incident. It just did not happen."[xxv]

Update on the munitions building UFO case: According to the research group APRO, an article in their bulletin reported a worker in the office spotted the first discs and alerted the five fellow workers.

The group watched the first six objects, which were then followed by a half dozen more. According to the sources, when approaching a local TV station, high government pressure was felt, and the five were told to remain quiet about what they saw.

In the 'Washington Post' paper, the incident took place at the Munitions building on 19th Street and Constitution Avenue, NW. Two of the observers, Paul M Dickey, Jr. and Ed Shad, were two of the dozen observers who saw the 12 to 15 white oval-shaped objects. They also confirmed two delta-shaped jet planes chased the flying objects.

Though the Defense Department denied the event happened, the paper states Dickey, Shad, and three other communications

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specialists employed by the Army – Sam Webb, Jack McBride, and Sam Marrone were convinced of what they saw. They also witnessed an Eastern Airlines commercial plane near the objects make a landing at National Airport (now known as Reagan Airport).[xxvi]

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Chapter 2: UFOs land with Alien Occupants

Aliens landing on Earth, image by Mik38, [xxvii]

Evidence Of UFO Landing Here Observed

City Policeman Zamora Reports Sighting of Egg Shaped Object and Views Take-Off; Tourist Sees Craft Just Before Landing

April 28, 1964, The Defensor Chieftain, New Mexico

We know through historical records, the human species watched as UFOs and occupants descended from the skies to land on earth.

UFO landings have been reported all over the world. In several of my books, 'UFOs in European Airspace' and 'The Invasion of Earth,' we discuss the landings in Europe, South America, Asia, Russia, and North America.

In the majority of cases, the ships descend and then hover meters above the ground. Newspapers all over the Globe have reported UFO landings since the 1800s. Until recently, these landings have occurred in France, Italy, Russia, Spain, China in front of civilians and the military.

Unless all these incidents were kept secret from the CIA, the recent release of declassified UFO files should have contained many of these landing cases worldwide.

However, we found very little evidence of such landing cases in the recent CIA files. With the large volume of UFO landings in

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Europe (particularly in France and Italy) – we find this lack of information stunning.

Beyond the National Security concerns by intelligence agencies, why would UFO occupants want to land worldwide? It appears extraterrestrials are interested in studying our plant life, animals, and human activities.

That is, aliens want to know who we are, what we do, and why we do it. Thousands of UFO reports worldwide reveal a pattern of alien-human encounters that exhibit friendly and non-friendly outcomes.

To get at the truth, we have to gather and study the alien/human encounters from all sources rather than rely on the CIA declassified files.

It comes down

In March 900 (AD) in China, a mothership characterized as several thousand meters square in size "flew in a north-westerly direction. When the UFO descended to a point some thirty meters from the ground, the witnesses reported its upper part to emit red-orange flames. The UFO [was so mesmerizing, it] moved like a snake, was accompanied by numerous small stars (spheres) and disappeared suddenly."[xxviii]

Ship Lands

On February 9, 1678, in London, England, witness Jane Lead writes, "in the morning after I was awake from sleep…I [she] saw a gold-colored craft come down to a pretty distance from where I [she] was. It was in the form of a large ship with four golden wings. The ship came down with the greatest swiftness as is imaginable."

“But when I came up to it [the ship], then it did as suddenly go up again, withdrawing out of sight, into the high orb from whence it came. After which I found myself in my body in a sense, as knowing I had been ranging in my spirit from it for a while, that I might behold this great thing.”[xxix]

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This witness, Jane Lead, recalls meeting several humanoid beings during her UFO encounter.

Types of Contact

There are thousands of UFO reports around the world that reveal a pattern of alien-human encounters with various outcomes. Some of these are as follows:

The first type of contact is “No contact”:

Many of encounters reveal the alien visitors are sent here to observe and not physically interact with humans.

Alien / Human Observance Incident 1: In October 1954, the Jessie Rosenberg, Ranton, Staffordshire (UK)UFO incident.

> The extraterrestrial human-like beings appeared over the Rosenberg home and watched Jessie and her two children for several minutes. The aliens in their saucer appeared as humans with white skin complexion except having longer foreheads.

Alien / Human Observance Incident 2: In 1994, the Ariel (elementary) school, Ruwa, South Africa UFO incident.

> Psychologists were able to interview over 110 children and staff of the Ariel school on their UFO encounters with aliens. The school was near the center of Ruwa, South Africa. The extraterrestrial beings were not human in appearance but had human features, one head, two arms, two legs and a dark skin complexion. The children were not afraid but were communicated with by Telepathy.

Alien / Human Observance Incident 3: In October 1954, the Stadio (Stadium) Artemi Franchi, Italy UFO incident.

> UFOs / UAPs stopped to watch the Fiorentina club play against its local rival Pistoiese. Over ten thousand fans in the

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stands stopped watching the game to look up to see the invading ships. It was then the game stopped as the players also saw the UFOs. The UFOs were cigar-shaped ships and performed aerial stunts.

The second type of contact is "Friendly”:

Some of the encounters reveal the alien visitors desire a physical or emotional interaction with humans.

Alien / Human Physical Interaction Incident 1: On December 3, 1967, the Police Officer Herbert Schirmer UFO Incident.

Patrolman Herbert Schirmer was stopped in his patrol car in Ashland, Nebraska, and interrogated by Extraterrestrial human-like beings. Officer Schirmer was taken aboard the craft and shown how the craft operated. Schirmer's statement was the first time a human mentioned the ship was propelled by reverse electromagnetic propulsion (an antigravity drive). According to Officer Schirmer, he was communicated to by both verbal and telepathy.

Alien / Human Physical Interaction Incident 2: On September 19 to 20, 1961, the Betty and Barney Hill abduction incident.

While driving their car in New Hampshire, Betty and Barney Hill were abducted. The alien visitors abducted Betty and Barney Hill for a period of time to study their bodies, and ask questions of Betty. The couple was then released to their car.

The third type of contact is "Deadly":

Some of the encounters reveal the alien visitors desire to study humans; however, the incident turns horribly deadly.

Alien / Human Casualties Incident 1: In 1977, the Fort Benning, Georgia, UFO incident.

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In September 1977, US military helicopters at Fort Benning, Georgia, open fired on several alien ships observing a new weapons system live-fire exercise. In a sad misunderstanding, over 1,300 military troops were caught in the middle of the crossfire between the US helicopters and two UFO scout vessels. Several US soldiers became casualties. Witness John Vasquez described in his book: 'Incident at Fort Benning' how the crews aboard the UFOs defended themselves from US Army helicopters during the exercise.

Alien / Human Casualties Incident 2: The Russian Missile launch facility UFO Incident.

During a live-fire event, Russian military officers ordered the battery soldiers to fire on several UFOs observing the missile launch center. In response, the crews aboard the UFOs defended themselves and returned fire and destroying portions of the missile battery.

Depending on the species visiting Earth, it appears alien visitors are curious about human activity. Their mission appears to be learning as much as possible about the human physical and emotional response to how we will interact with them and each other.

What aliens look like

According to UFO researcher and former US Army Sargent Richard Stone, the US Army has cataloged over 40 species of aliens visiting Earth. Richard Stone confirmed some of these alien species look exactly like humans and could pass for any one of us on Earth. Stone also confirmed there are other alien humanoids visiting Earth that look very different than us.

The US Government 1954 manual called Majestic-12 Group Special Operations Manual 'Extraterrestrial Entities and Technology, Recovery and Disposal' shares at least two types of humanoid alien occupants in the visiting ships. These humanoids are called Extraterrestrial Biological Entities or EBE.

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EBE Type 1: "these entities are humanoid and might be mistaken as human beings of the Asian (Oriental) descent if seen from a distance. These beings are bipedal, 5-5 feet 4 inches in height, and weigh 80 to 100 pounds.

> Proportionally these aliens are similar to humans, however, they are very different in other ways. Their cranium is somewhat larger and more rounded than humans. The skin is pale, chalky-yellow in color, thick, and slightly pebbled in appearance. The eyes are small, wide-set, almond-shaped, with brownish-black irises with very large pupils. The ears are small and set low on the skull. The nose is thin and long, and the mouth is wider than humans and nearly lipless. There is no apparent facial hair and very little body hair, that being very fine and confined to the underarm and groin area."

EBE Type 2 ("the grays"): "These entities are humanoid but differ from Type I in many respects. They are bi-pedal, 3 feet 5 inches-4 feet 2 inches in height, and weigh 25 to 50 pounds.

> Proportionately, the head is much larger than humans or Type I EBE's, the cranium being much larger and elongated. The eyes are very large, slanted, and nearly wrapped around the side of the skull. The eyes are black with no whites shown. There is no noticeable brow ridge, and the skull has a slight peak that runs over the crown. The nose consists of two small slits set high above the slit-like mouth. There are no external ears. The skin is a pale bluish-gray color. There is no hair on either the face or the body, and these creatures do not appear to be mammalian.[xxx]

EBE Type (all others): Today, UFO reports from around the globe add over 40 additional EBE descriptions called "Tall Whites", "Nordics" and the like. The Jessie Rosenberg UFO incident mentioned above is believed to have been closely related to the Nordic entities, but has not been officially identified as such.

Cigar ship lands

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In March 1828, a silver-colored cigar-shaped object descended upon Mount Wigan at the Burning Mountain Nature Reserve in Australia. According to witnesses, the cigar ship lands and accidentally sets fire to the vegetation and cattle in the immediate vicinity. Townspeople confirmed at the time of the landing, tall strangers appeared in their streets; “they [the aliens] never said anything but pointed to the things they wanted.” [xxxi]

German family reports UFO.

In another CIA file, Oscar Linke, a forty-eight-year-old German and former mayor of Gleimershausen, West Berlin, and his daughter came face to face with a UFO. According to this story, on April 4, 1952, an object "resembling a huge frying pan" and having a diameter of about fifteen meters landed in a forest clearing in the Soviet zone of Germany.

“Linke recently escaped from the Soviet zone along with his wife and six children. Linke and his eleven-year-old daughter Gabriella made the following sworn statement. before a judge”:

"While I was returning to my home with Gabriella, the tire of my motorcycle blew out near the town of Hasselbacht. While we were walking along towards Hasselbacht, Gabriella pointed out something that lay at a distance of about a hundred and forty meters away from us. Since it was twilight, I thought that she was pointing at a young deer.”

"I left my motorcycle near a tree and walked towards the spot which Gabriella had pointed out. However, when I reached a spot about fifty-five meters from the object, I realized that my first impression had been wrong. What I had seen were two men who were not more than forty meters away from me. They seemed dressed in some shiny metallic clothing. They were stooped over and were looking at something lying on the ground."

"I approached until I was only about ten meters from them. I looked over a small fence, and then I noticed a large object whose

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diameter I estimate to be within thirteen to fifteen meters. It looked like a huge frying pan. There were two rolls of holes along the periphery, about thirty centimeters in circumference. The space between the two holes was about 0.45 meters."

"On top of this metal object was a black conical tower about three meters high. At that moment, my daughter, who had remained a short distance behind me, called me. The two men must have heard my daughter's voice because they immediately jumped on the conical tower and disappeared inside."

"I had previously noted that one of the men (alien) had a lamp on the front part of his body which lit up at regular intervals. Now, the side of the object on which the holes had opened began to glitter. Its color seemed green but later turned to red. At the same time, I started to hear a slight hum. When the brightness and the hum increased, the conical tower began to slide down into the center of the object."

"The whole object then began to rise slowly from the ground and rotate like a top."

"It seemed to me as if it were supported by the cylindrical plant which had gone down from the top of the object through the center and had now appeared on the bottom of the object. The object, surrounded by a ring of flames, was now a certain number of feet above the ground."

"I then noted that the whole object had risen slowly off the ground. The cylinder on which it was supported had now disappeared within its center and had reappeared on the top of the object. The rate of climb had now become greater. At the same time, my daughter and I heard a whistling sound similar to that heard when a bomb falls."

"The object rose to a horizontal position, turned towards a neighboring town, and then, gaining altitude, it disappeared over the heights and forests in the direction of Stockholm."[xxxii]

Update on the Herr (Mr.) Linke case, confusion rests with the actual observation date. US Air Force files indicate the event occurred in June 17, 1950, around 2:30 pm, and his daughter were

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riding on his motorcycle when they came across two extraterrestrial beings and a landed craft at Hasselbach, East Germany.[xxxiii]

UFO over School

On July 4, 1952, at 11:38 am, an observer reports a UFO at the Heusteig school in Germany. A US Air Force file reveals the following story:

“I observed from the Heusteig school in the direction of the astronomical observatory a silver ball or disc which hovered motionless at an altitude of about 10,000 meters.”

“Shortly afterward, another such object approached the first one, after which the first one flew to the left and disappeared with tremendous speed, much faster than a jet-fighter.”

"Soon afterward, the second object disappeared. No airplane noise was heard. As to witnesses of my observation, I immediately called my wife and my children." [xxxiv]

UFO over the forest

In Norway, on September 18, 1952, at 1400 hours, three forestry workers outside of Kirkenes noticed a flat, round object hovering motionless and about 500 meters altitude. The UFO appeared to have a diameter of 15 to 20 meters. After the workers had observed the object for a while, it suddenly flew away at great speed in a northwesterly direction. The workers swore that the report is true.[xxxv]

Cigar ship in Algeria

On October 6, 1952, at 1830 hours, a luminous object was seen flying for several seconds along Algeria's western coastline, above Sidi Ferruch and Saint Eugene. Numerous witnesses described it as cigar-shaped and enveloped in orange flames.[xxxvi]

UFO fleet reported in France

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Several weeks later, on October 27, 1952, at 1600 hours, about 100 inhabitants of Gaillac (department of Tarn, France) reported witnessing several flying saucers in a formation. The objects were said to have been 16 in number, arranged in two's, and disc-shaped, except for the swelling in the center.

According to the report, the UFOs revolved, giving off a bluish light at the sides. The spectators said that they also saw a long cylinder, "a flying cigar," traveling in the center of the saucer formation. All of the objects were discharging shining whitish particles that looked like glass wool that accumulated-on tree branches and telephone wires.

Many persons said that they had been able to gather clusters of such particles but that these had quickly disintegrated, making it impossible to have them analyzed later in a laboratory.

The weather conditions were reported as ideal for observation. The mysterious objects, which came from the southeast, reportedly remained in the area about 10 minutes and then continued on their way in a straight line.[xxxvii]

Large disc

The following month, on November 22, 1952, four flying saucers were seen flying over Bocaranga, Ubangi-Shari, Africa. At approximately 2200 hours (10:00 pm), Father Carlos Maria (a Capuchin missionary), Lasimone, his companion, and four other persons were driving on the road to Bocaranga when they suddenly noticed a large disc heading in the same direction as they were traveling. When Lasimone extinguished the car's lights, the disc disappeared in the distance.

A short while later, Father Maria and Lasimone saw four more motionless discs in the air in the same spot. Father Maria described what happened next:

“We could see them clearly. Two above and two below, but all four had no point of contact. At that moment, they had a silvery color like that of the moon. From where we were, I would say that their diameter appeared between 30 and 40 cm.”

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"They moved several times; each time, it seems that only the two lower ones were rotating. Just before they (all four) began to move, they "lit up" brightly, like suns (the sun)."

"They [the UFOs] looked as though they arranged themselves to move in a circular fashion to return to their starting point. On stopping, they lost their bright color and regained the silvery one. During their rotation, they seemed slightly oval. I cannot say whether it was due to a new shape they assumed while in flight or to the oblique position they had assumed while moving."

“Each time the UFOs turned, they had that shape and that profusion of light. We observed them for about twenty (20) minutes. After their final turn, they disappeared, headed in the direction from which we they had come. What I saw was no aerolite, shooting star, or anything of the kind. It could only have been a man-made machine.” Lasimone then gave an equally detailed version as follows:

“At about 2200 hrs., we observed four halos of silvery light grouped in a square formation and located above light clouds. The night was very clear.”

"At one point, the four halos were on the horizon, arranged in a line in the direction of Bousoum. Suddenly, one of them lit up in a vivid red, causing its shape to be distinguished. It was like a cigar, thicker in the fore section. The center section constituted about one-third of the total length and appeared opaque in the light, with perfectly symmetrical lines. Flying above the clouds, this object was headed in our direction at considerable speed, about equal to that of an average plane.

The UFO halted about 5 or 6 kilometers away without changing its lights and then climbed again, vertically. The stop was abrupt, and the glow became silvery again. The other three UFOs on the horizon then began to move in the same way as the first and joined it to form a square once again."[xxxviii]

Iran

On May 18, 1953, CIA files indicated a luminous flying object was in the sky over Abadan, Iran. The object was reported to be as

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bright as the sun and to have the shape of a new moon (but several times larger than a new moon). It traveled extremely fast and could be seen for 20 minutes. It was also reported that the same object was seen over the oil fields of Khuzestan.[xxxix]

South Africa

On May 26, 1953, a UFO report was made to the Department of Defense in Pretoria, South Africa but was never made public.

Dr. D. Beyers, while driving in his automobile from Cape Town to Uppington, had reached a point about 80 miles south of Brandvlei. At about 0510 hours, he suddenly saw a bright yellowish-green light that illuminated the clouds from behind. Shortly after that, the UFO came out from behind the clouds.

Beyers stated that the object was ten times as bright as any star he had ever seen. It moved up and down and sometimes also forward. The emitted light from the object, had the appearance of burning hydrogen. The object also emitted three streaks of light that maintained a fixed position with respect to the main light. Beyers observed the phenomenon from 0510 until 0600. Beyers added, "that object was following me because each time I stopped the car to watch it, it increased its altitude."[xl]

UFOs in West Africa

A few months later, on October 11, 1953, at 2330 hours, many residents of Djogou observed in the sky an oblong-shaped, luminous object flying at high speed towards the north. The object, at an altitude of about 1,500 meters was on a horizontal plane. This is the first report of a so-called flying saucer over Dahomey, South Africa.[xli]

In Bordeaux

In Bordeaux, France, on December 9, 1953, at about 1545 hrs., Charles Huaut, a Carpenter from Saint-Emilio, Gironde Department, observed a luminous, golden, sphere hovering at a high altitude. After 10 minutes, it changed position noiselessly and

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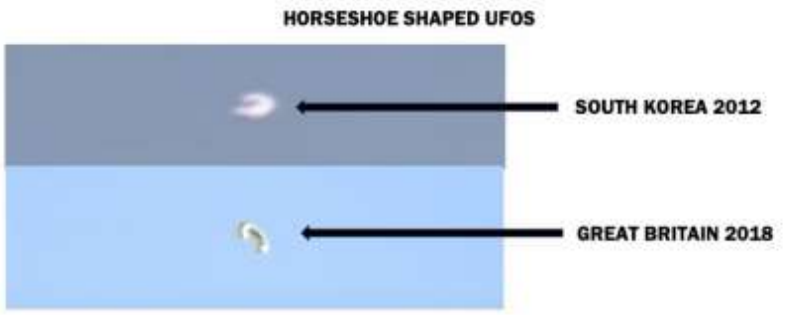
assumed the form of several horseshoes. Each object measuring about 100 meters in diameter, was enveloped in smoke trails. Then the entire phenomenon disappeared within a few minutes. Several other persons reported they had seen it at the time indicated above.

At approximately the same time as Huaut made his observation, a man named Simonneau and his wife from Surgeres, Charente-Maritime Department, saw a round object in the sky. It glowed with colors of the rainbow and flew at a great speed from north to south.[xlii]



UFOs at Nice, France

On December 12, 1953, Madet, a civil servant of Montlucon, Allier Department, sighted a brilliantly luminous white disk in the sky at approximately 2100 hours (9:00 pm). The UFO was visible for two minutes, then traveled off at great speed and disappeared, without seeming to change its altitude, in the direction of the Auvergne Mountains. A short while later, Madet saw a red, crescent-shaped object which appeared to be three times as large as the moon in its first-quarter. The object disappeared very great speed towards the southwest.[xliii]

UFOs in Germany

The CIA continued to kept track of UFO stories, and on December 12, 1953, collected the following item from, of all places, a Capetown, South Africa, paper:

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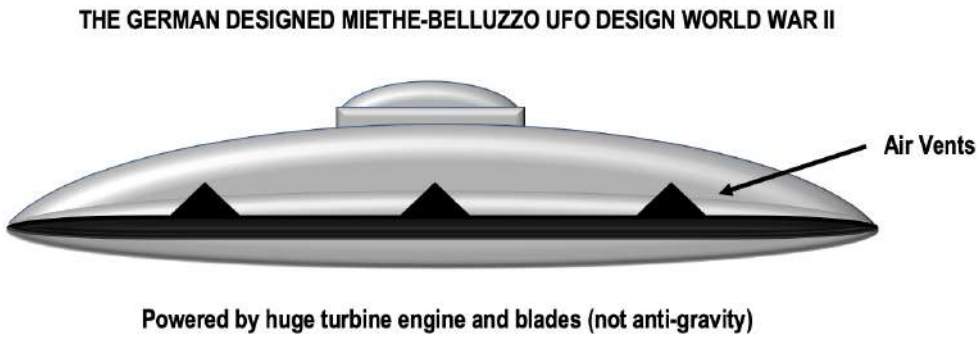
"A German newspaper recently published an interview with George Klein, famous German engineer, and aircraft expert, describing the experimental construction of 'flying saucers' carried out by him from 1941 to 1945."

"Klein stated that he was present when, in 1945, the first piloted 'flying saucer' took off and reached a speed of 1,300 miles per hour within three minutes." The propulsion system for the german crafts were combustion jet engines.

"The experiments resulted in three designs: one, designed by Miethe, was a disc-shaped aircraft, 135 feet in diameter, which did not rotate. Another, created by Habermohl and Schreiver, consisted of a large rotating ring, in the center of which was a round, stationary cabin for the crew."


THE GERMAN DESIGNED MIETHE-BELLUZZO UFO DESIGN WORLD WAR II
Air Vents
Powered by huge turbine engine and blades (not anti-gravity)

"When the Soviets occupied Prague, the Germans destroyed every trace of the 'flying saucer' project, and nothing more was heard of Habermohl and his assistants. Schreiver recently died in Bremen, where he had been living. In Breslau, the Soviets managed to capture one of the saucers built by Miethe, who escaped to France." [xliv]

UFOs in Peshawar (near Afghanistan)

On December 21, 1953, two brilliant objects flying at an altitude of more than 4,700 meters were seen over Peshawar on the night of December 21 1953. The objects, coming from the southeast and thought to be flying saucers, disappeared in Afghanistan's direction. Witnesses who saw the saucers said they ejected red and green flames.[xlv]

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UFO in Nice, France

Weeks later, on January 9, 1954, three residents of Luneville, Meurthe-et-Moselle Department, claim to a seen a round object flying from north to south at about 0600 hrs. The object flew more slowly than a jet plane, left a luminous yellow trail, and appeared at a low altitude. Several students of the College de Luneville also saw the object.[xlvi]

UFOs in Norway

Several months later, on May 13, 1954, a UFO was sighted over Northern Norway. The Air Command North of the Norwegian Air Force, received several reports that indicate the flying objects observed over Finnmark Province, Norway were not conventional aircraft or meteorological balloons. Sheriff Oskal of Kautokeino, three of his deputies, and two clerks observed the three objects through binoculars for 45 minutes. Oskal described the UFOs as flying in formation at an altitude of about 2,000 meters, triangular in shape, reddish-brown on the underside and shiny on the upper, and moving with a rotary motion. The objects left no smoke.[xlvii]

UFOs in Germany

On June 14, 1954, an engineer for the Telephones Post and Telegraph Service reported UFOs near Rhein-Main Air Base. The objects were described as glowing discs, which descended (came down from the sky) almost vertically to a certain distance above the Earth at high speed and then rose rapidly. US radar units did not pick up the object.[xlviii]

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UFO near Fort Rousset

This next case comes to us from two sources, a CIA information sheet and a French newspaper.

On June 18, 1954, according to a Catholic newspaper, an apostolic vicar of Fort Rousset in the French Congo observed a UFO for 15 minutes. The newspaper shared the Bishop was having dinner at the mission of Leketi (north of Fort Rousett) when the saucer appeared. A houseboy told the group that a plane was approaching the mission, and since this was not a usual route, they all got up and went outside to view the aircraft.

It was then they observed a big luminous globe coming swiftly from the north, but then it suddenly stopped in mid-air and "quivered."

The UFO then "bounced up and down" but did not move horizontally. The Bishop fetched his field glasses. They then turned off the power generator and noticed the UFO was "silent."

Msgr. Verhille said: “I was looking through the field glasses and what I clearly saw was not luminous everywhere. In the center, there was a dark mass, and from it, rays of different lengths were shooting out". Everybody observed the phenomenon readily for 15 minutes. In his letter, he states: "No star, no meteor, no planes behave like a luminous globe. [xlix]

The following UFO stories are short cases from the CIA files:

1. July 3, 1954, the independent Berlin newspaper “Kurier” claims that flying saucers have been seen over Berlin in recent weeks. According to the “Egyptian Gazette”; these discs appeared between 10:00 and 11:00 pm at a great height. The UFOs flew very fast in a wedge formation and executed rapid angular turns. The UFOs appeared as a group of glowing discs.

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The ‘Kurier’ also shared the discs seen on May 15 have been seen by 300 confirmed independent witnesses. This information from two amateur astronomers. The ‘Kurier’ also claims the United States was building a new radar transmitter to observe the UFOs.[l]

2. July 5, 1954 – Another UFO sighted over West Berlin.[li]

3. August 4, 1954, over ten firemen and their chief observed two flying saucers over The Hague Netherlands (Amsterdam) between 2300 and 2400 hrs. The objects were seen in the clear night air at a high altitude. The UFOs moved at incredible speed, at times, remained motionless for thirty seconds. They were described as being flat oval with a whitish-gray light. All the observers agreed that the object could not have been aircraft or balloons.[lii]

4. August 7, 1954 - UFO sighted over West Germany – Police report three flying saucers over Darmstadt.[liii]

5. August 2, 1954, at 1600 hours, two unidentified flying objects were seen traveling at an altitude of 6,000 meters over Istanbul, Turkey. One of the objects, which appeared from southwest of the town of Hozat, maintained its course and left in the northwesterly direction. The other object rose to a considerable height and then disappeared in the same direction.[liv]

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6. August 17, 1954, around 10 am, passengers on a bus observed a yellow-shaped oval object in the sky when at an intersection of several roads in Turkey. Mustafa Turuut, one of the 25 passengers, stated that the object appeared to be very close to the ground and that it emitted a rustling sound, rose, and disappeared. It was reported in July that thousands of people reported seeing UFOs over the Izmir Province.[lv]

7. On August 19, 1954, a carpenter named Fessler, along with two other inhabitants of Hard, Austria on the Lake of Constance, reported a UFO around 8:45 pm. The UFO was flying west and looked like a shiny disc-shaped object. The UFO was two times the size of Venus. As the UFO flew in the direction of Pfander, it suddenly stopped in mid-air, reversed direction, and headed in the opposite direction in which it first came. The UFO continued on its course, zigzagging over Bregenz. After two minutes, the UFO disappeared into the cloud bank.[lvi]

8. August 22, 1954 - UFO sighted over Northern France – According to a resident of Vernon, Eure Department, a large, luminous cigar-shaped UFO from which a flying saucer detached itself, assumed a vertical position, descended a short distance, leveled off, and silently disappeared a great speed.

The witness stated the silent appearance and flight were repeated in turn by other saucers. The fifth saucer descended farther than the others and was red in the center and had a black color along the edge. The entire phenomenon lasted about 45 minutes.[lvii]

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9. August 25, 1954 - UFO sighted over Southern Germany – Two dozen witnesses (24 people) report two UFOs over the city of Rastatt at 10:00 pm. The two objects, were lighted like white neon lamps and made no noise. The radar sets at the nearby airfield where Royal Canadian Air Force jet fighters are based failed to pick them up. Most likely due to the high-altitude of the objects.[lviii]

10. August 29, 1954 - UFO sighted over Switzerland – According to the Deutsche Presse Agentur, German Press Agency, several Swiss members, including members of the Swiss Air Force, reported flying saucers to the authorities in the past few days. Five objects flying in a formation were reported over Lake Constance and the Saentis Mountain Range. Similar reports came from other areas mentioning the UFOs were flying at 3,000 meters above the ground.[lix]

UFOs and Aliens in France

The CIA details UFO landings in France in September 1954, over the following days 10th, 14th, 16th, and 17th.

On September 7, Emile Renard, a mason, and his assistant reported seeing a flying saucer. The UFO was gray, resembling a truncated millstone, inverted and hovering over a field about 200 meters from the road. The UFO had a closed-door on its side; the two men interested in the craft ran toward the UFO and when about 50 meters away, the UFO suddenly began to fly away.

Renard stated the UFO did not touch down but hovered above the ground like a helicopter. The UFO was 10 meters in diameter and 3 meters in height. The UFO did not glow and left emitting no noise, or trailing smoke as it took off. The men watched the UFO for 3 minutes.

On September 10, a man in the Valenciennes Department reported a UFO landed. An alien occupant of the craft attempted to speak to the witness but was unintelligible. The police inspecting

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nearby railroad lines discovered indentations that could not be made from tools.

On September 14, two inhabitants of Pitigliano reported they saw a round, white object making a strange sound, loud noise, flying near Grosseto in Tuscany. The UFO came to a standstill and then disappeared at high speed.

On September 14, at about 3:00 am, Robert Choval and his wife and father-in-law were driving home from the Aisne Department's theater when they saw a luminous, red-orange disc flying above the railroad tracks. The disc stopped suddenly, crossed the road, about 300 meters from the ground. It seemed to have on his upper side a small luminous tail forming a part of the object.

The family reached the bridge at Buire and saw what they believed to be a flying saucer increasing its altitude. As soon as the car light beams (headlights) were shown on it, the UFO started flying at great speed towards La Heire, 3 kilometers away and disappeared.

On September 14, at about 10:30 pm, a man named Marius Dewilde saw a landed UFO and alien beings outside the village of Quarouble, France. The beings (humanoid) creatures wore one-piece outfits like diving skin suits. The visiting humanoids were less than 3 ½ feet tall, had very broad shoulders, and wore helmets. Dewilde tried to capture one of the individuals; however, he became temporarily paralyzed when one of the humanoids shot him with a beam of light. He remained paralyzed until the UFO and humanoids departed.[lx]

On September 15, a newspaper agent in the Calvados Department observed a white point of light that appeared in the sky and grew rapidly in size. He stated it was oval-shaped and had unusual brilliance. The phenomenon lasts two minutes in the sky, and then it disappeared.[lxi]

The CIA released a few smaller UFO cases:

11. September 13, 1954, a civil servant stated that he and several other witnesses watched a strange golden ball

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appear over Kampala, Uganda. The UFO was smaller than the moon yet larger than a star. Summer, all their inhabitants of East Africa reported seeing flying saucers.[lxii]

12. September 15, 1954, several people reported a UFO at an altitude of 800 meters over Helsinki, Finland. The UFO gave off intense light and left a trail of reddish smoke.[lxiii]

13. September 17, 1954, the control tower at Ciampino Airbase, Italy observed a mysterious object shaped like half a cigar flying slowly at about 1,200 meters. The object, leaving a trail of luminous smoke, was visible for 40 minutes. Those observers manning the tower watched the object take 400 meters to dive and then regain its former altitude, moving from a horizontal to a vertical position. As the object took off towards the sea, the Ciampino tower notified the Practica di Mare Control tower, 30 km from Rome, which picked up the object and followed it on its radar screen for about 30 minutes. The radar showed an antenna located at the center of the widest part of the object.[lxiv]

Sworn to Secrecy

November 6 (or 11th), 1957, a man named Mr. Olden Moore witnessed a large disc, described as 50 feet in diameter and 16 feet high, hovering over a field in Geauga County, Ohio. The disc hovered above the field at 60 meters until it descended and came to rest on the ground. Civil Defense investigators were dispatched to the scene and confirmed trace evidence. The experts confirmed:

1. landing pad holes (impressions);
2. footprints; and

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3. evidence of low levels of radiation.

Two weeks after the UFO sighting, Moore was taken to Wright Patterson Air Force Base (OH) and then on to Washington DC for interrogation. After the meeting, Mr. Moore was then sworn to secrecy. [lxv]

Though he was under oath, three years later, he shared his story with newspaper reporter Don Berliner, then of the Painesville (Ohio) Telegraph, on January 21, 1961.

Moore stated that, within two weeks of the UFO sighting, he was taken to Youngstown (Ohio) Air Force Base by car, then to Wright-Patterson Air Force Base by helicopter, and from there to an airbase within 20-30-minute drive of Washington, DC (probably Andrews Air Force Base) in a small Air Force transport plane. Two government representatives remained with him at all times.

According to researcher Don Berliner, this interview took three days. Moore was under the impression that the men doing the questions led him to conclude that they were less interested in learning what he had seen than in finding out how much he had detected.

He said he got the definite impression that those asking the questions were quite familiar with what he had seen. At the end of the third day of questions, Moore was required to sign a statement promising never to tell about his Washington trip. Upon returning home, all he would tell the newspapers was that he had talked with some officials at home and others elsewhere. His wife said he was taken to Washington, but Moore did not confirm this at the time.[lxvi]

Navy man reports Gray Aliens.

On December 11, 1958, a fuselage-shaped object (cigar ship) had landed on the sea ice on McMurdo Sound near Mount Erebus, Antarctica.

USN (Navy) R. Benson saw in the distance a fuselage-shaped craft supported by girder-like structures. Beneath the object, he

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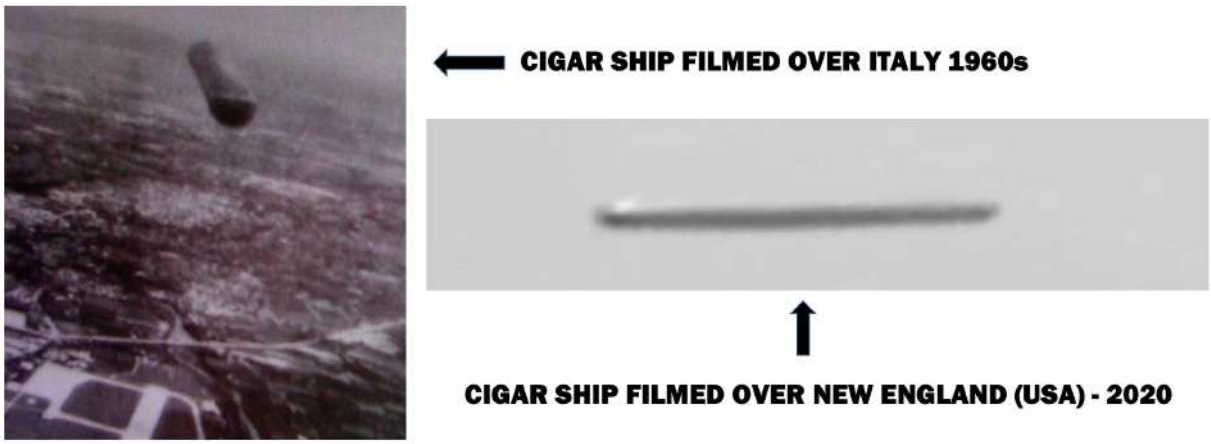
observed two thin grey beings (grey aliens) walking in slow circles near the craft.

While observing the event through binoculars, he described what he saw:

1. They had long arms dangling to the ice;
2. They had very long faces.

According to the report, he jumped back into the vehicle and started towards the base, speaking on his radio. Looking back, he observed the "fuselage" rising from the ice, minus the girder-like landing gear. He later discovered that part of his radio transmissions was not received at the base. He did not report the incident officially to naval authorities.[lxvii]



UFO over Sweden

On January 20, 1959, no less than eight reliable persons observed a "flying saucer" over Stigsjo, near Harnosand (Vasternorrland Province). The UFO approached the observers slowly from the south over the Lake at Langasjonas at the height of about 300 meters.

The UFO was round, 6 to 8 meters in diameter, and surrounded by a luminous ring about two meters wide. The underside of the object emitted a reddish yellow light. It was visible for about

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three minutes. The incident had been reported to military authorities. [lxviii]

Five UFOs over Norway

During the evening hours on March 12, 1959, several bright objects were observed in the sky near Bergen, Norway. According to Birger Storesund, of Storesund near Bergen, there were five bright bodies, all of which crossed the sky from north to south.

The first object, which was first seen at 2010 hrs., took about two minutes to cross the sky and disappear beneath the horizon. In size and appearance, it could be compared to the Soviet Sputniks. About five minutes later, object number two appeared, later to be followed by objects three, four, and five.

According to Storesund, several of his neighbors also saw the objects. The witnesses stated the UFOs emitted no sound. Storesund's dog, which usually reacts to the presence of aircraft, paid no attention. The objects were also observed in binoculars.[lxix]

UFO filmed over Sweden

On March 6, 1960, two unidentified flying objects were observed and photographed by photographer Esse Jansson of Norrtaalp.

Esse Jansson stated that he had gone out into a field early in the morning to photograph the unidentified satellite, "1960 Alpha", which was expected to pass the Stockholm latitude in a southerly direction about 0525 hrs.

However, between 0515 and 0527 hours, he observed two objects from the north, and we're moving in a south-westerly direction. Their movement was slow but otherwise initially, was not entirely unlike that of the satellites he had seen before.

Suddenly, the UFOs changed direction without turning - (they just reversed!), the UFOs were now heading back in the same direction they had just come from.

One of Esse Jansson's photographic plates caught a third luminous object of identical size and shape.

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It has not been possible to determine whether the observation is purely an optical illusion or not. However, it can be added that a resident of Bromma, Thorsten Haakansson, reports that between 0528 and 0543 hours on March 6 he saw the so-called Phantom satellite, "1960 Alpha", with binoculars from a window facing on the west.

But in his case, the satellite (UFO) also executed movement in a peculiar way, as seen from the observer's location. He said: "I observed the satellite (UFO) in the north northwest, and it was moving in a horizontal direction… but then it suddenly changed course, moving straight down and at a right angle and disappeared." [lxx]

The Betty and Barney Hill Case
Communicating with Aliens

On September 19-20, 1961, from 11:00 pm to 2:00 am Betty, and Barney Hill encountered an extraterrestrial race of humanoid beings near Indian Head, Grafton County, New Hampshire. The couple was returning home when the event occurred.

This particular case is well-known, having been researched and written by the niece of Betty Hill, Physicist Dr. Stanton Friedman, Dr. J. Allen Hynek, U.S. Air Force Officers at Pease Air Force Base, and Richard Hall. With so much substantial evidence of the Betty, and Barney Hill abduction case, New Hampshire dedicated a plaque in their honor.

Because so much has been written about this case, I would suggest the reader wanting to know more pick up the book: ‘Captured, The Betty and Barney Hill UFO Experience’ by physicist Stanton F. Friedman and Kathleen Marden. It provides many details of the years of encounters Betty had with this particular alien species and the interaction with military officials at Pease Air Force Base.

For this case, I provide a summary of facts from Betty and Barney Hill. The UFO initially followed Betty and Barney Hills car and then was spotted after it had come to rest in a field. The craft was 60

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to 80 feet in diameter and had a ring of rectangular windows around the rim.

While watching the craft, Billy and Barney noticed several humanoid beings approaching their car. They were then taken aboard the ship and examined.

According to Betty, the occupants were "space people with primarily human characteristics." She shared they: "were approximate "5 to 5 feet 4 inches in stature, with large chests and prominent Jimmy Durante noses. Their hair and eyes were dark, and their complexions had a grey pallor with bluish-tinted lips". One spoke English in a heavy foreign accent. Others spoke in unknown language (unfamiliar words and tones).

We thank Betty Hill, Kathleen Marsden, and scientist Dr. Stanton Friedman for doing excellent work on this abduction case. It is also essential to note J. Allen Hynek also looked into this account and Officers from Pease Air Force Base, and the local Police of New Hampshire.[lxxi]

A reporter sees UFO

On May 21, 1962, a reporter for the local newspaper Nueva Provincia in Buenos Aires walked along the street in Bahia Blanca when he noticed a UFO in the sky. Seeing that the object was not leaving the city, he drove to the Maldonado Canal and took several photographs. It was at the very instant, the mysterious body stopped and changed its course. The local news reported that many people observed the same luminous body suspended for several minutes over the city. The witnesses commented the UFO was beautiful but suddenly disappeared. The Cordoba Observatory was last known to be compiling data about the UFO phenomenon across Argentina.[lxxii]

FBI investigates the egg-shaped UFO with aliens

The following case is well documented in the local newspapers, US Air Force files, and Dr. J. Allen Hynek of CUFOS. Many local and government agencies became involved with this

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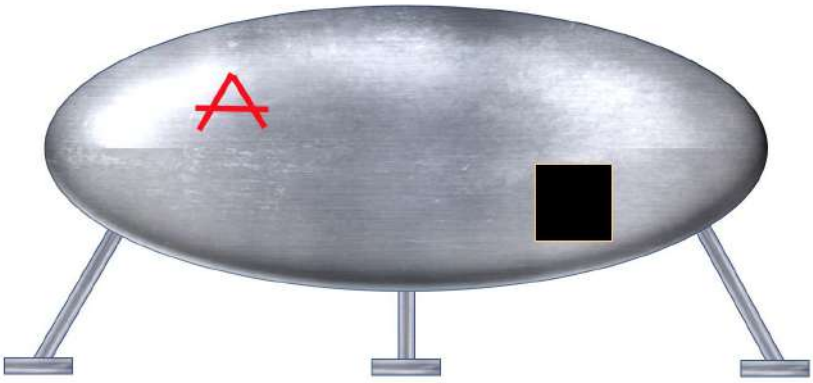
case, including local and state police, the FBI, and the United States Air Force.

On April 24, 1964, an egg-shaped craft with two or three human occupants (aliens) descended and decided to land at Socorro, New Mexico.

Police officer Lonnie Zamora was patrolling his usual route when he investigated a cloud of smoke near a dynamite shack one mile south of Socorro, New Mexico.

According to all the information available, Officer Zamora thought the shack had exploded and decided to investigate the matter.

Upon arriving in the shack's vicinity, he observed an unusual craft at a distance of 200 yards. At first, Zamora thought he was looking at an overturned car. He got out of his patrol car and walked to within 100 feet of what he thought was a car, then realized it wasn't. The object was some type of craft.



UFO AT SOCORRO 1964
"Egg-Shaped"

As he looked it over, he noticed red lettering of some kind on the sides of the craft. The unusual object appeared to be resting on the ground, supported by four girder-like legs.

He suddenly noticed two humanoid beings (aliens) in some type of bodysuits (e.g., "overalls" in other stories). When these alien beings noticed Zamora seeing them, panic set in on both sides during this moment in time. The "beings" jumped back in their craft while Zamora jumped down behind his car.

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It was then the craft rose to about 20 feet off the ground, stopped, then zoomed up and away at a high rate of speed.

The Air Force sent investigative officers to the site to review the evidence at the landing site.

We learn from the 'Albuquerque Journal' that the "Air Force investigators, came to the site with Geiger counters to review the scorched area and imprints of what appeared to be landing gear."

The Air Force investigators, included Major William Conner of Kirtland Air Force Base and Sgt David Moody of Wright Patterson Air Force Base, Dayton, Ohio.

During their search of the landing site, the officers found four to six-inch depressions and a couple of round tracks, which were four inches in diameter. They believed these foot-like depressions came from the occupants of the unidentified craft. They went so far as to estimate by the depression of the tracks were made by a (human) being of approximately 120-160 pounds.

The investigators found some form of exhaust heat had burned the sand and small bushes around where the craft had rested.

Officer Zamora told investigators the ground was still smoking several minutes after the crafts' departure.[lxxiii]

The local paper, 'The New Mexican,' shared: "Lonnie Zamora stated when he looked at the side of the craft that it had an inverted red V with three bars crossing it. The Air Force told Zamora not to discuss the markings."[lxxiv]

According to the 'Las Vegas Daily Optic': "Officer Zamora was asked to compare his sighting to photographs of another photo of a craft taken in 1956 by a shipboard radio officer aboard the USS Ramsey."

"To make this comparison, Officer Zamora was mailed photographs of the other UFO sighting. According to the Hayden Hews, Associate Director of Interplanetary Intelligence of UFOs, the object was almost "identical" in size, coloring and marking, and landing gears to the thing reported by Zamora. He stated: "either it was an awful good coincidence, or it is the same object."[lxxv]

The 'Lovington Daily Leader' shared: "while Zamora viewed the landed object, he rushed back to his car to radio to contact

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another state patrolman and Captain Richard T. Holder of White Sands Missile Range to request assistance; in identifying the flying object."

"According to a "UPI release," Captain Holder tried to determine if White Sands or Holloman Air Force Base, near Alamagordo, had an object, which would compare with the object reported by Zamora.

In these words, the commander said, "neither White Sands nor Holloman Air Force Base has anything that would produce the situation." The investigation later determined the wedge-shaped indentations on the ground appeared to have unequal distances between them. They were 8, 12, and 14 feet apart and a fifth mark which was theorized to being a ramp that had reached out 15 feet." [lxxvi]

Dr. J Allen Hynek, the Chief investigator for Project Blue Book, was asked to investigate the case and asked Lonnie Zamora to re-enact the case of what he saw that day. Afterward, Dr. Hynek said:

"I am more puzzled than I was when I arrived here." He added: "Usually, one finds many contradictions or omissions in these reports, but Mr. Zamora's story is simply told, and certainly told without any intent to perpetrate a hoax. Of course, the story was told by a man who was frightened by what he did see. He certainly must have seen something."[lxxvii]

The US Air Force could not conclude this case, and it remained closed as "unsolved." A statement by one Air Force officer stated: "There is no doubt that Lonnie Zamora saw an object which left quite an impression on him." [lxxviii]

APRO investigators visited Officer Zamora to discuss the sighting. Officer Zamora revealed more facts to investigators:

1. “he first saw the object no farther than 450 feet away. To him it first appeared as an overturned car standing on its end”;
2. "he then saw what appeared to be two children or small adults in white clothing or some bodysuit";
3. “he reported hearing metallic banging noises”;

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4. "he heard an ear-splitting roar, which filled the air and then witnessed the object "kick up dust";
5. “as the object ascended at a low angle, it made a high-pitched sound “whining” as it was at 20 feet altitude. It then left the area”;
6. "Officer Zamora and Officer Chaves could see several clumps of grass were burned. The FBI came to the scene and confirmed the impressions left by the unidentified craft";
7. “Zamora stated: The individuals around the craft were startled to see him (Zamora) and proceeded to run around to the other side of their ship. Zamora was equally surprised and ducked down near his car.”
8. "The FBI had contacted Officer Zamora and was informed not to discuss the "little green men" to newsmen. According to APRO, this was the only "censorship" they detected during the investigation."[lxxix]

This case is of immense importance, and we thank Officer Zamora for his courage to speak out and share the truth of what he witnessed that strange day.[lxxx]

The CIA report on Socorro UFO landing (abbreviated)

"the object was on girder-like legs, white in color and egg-shaped or oval. As he [Zamora] approached the object, there were some noises and flames, and smoke began to come from the bottom of the vehicle.

The noise increased from low pitched to high-pitched and was different from that of a jet or helo (helicopter) and not like anything Sgt. Zamora had ever heard.

The flame was blue like a welder's torch, turning to orange or yellow at the ends. Thinking that the object was going to explode, he became frightened. He turned and ran back to get behind of police car, bumping his leg and losing his glasses on the way.

He crouched down, shielding his eyes with his arm while the noise continued for another 10 seconds. At this time, the noise

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stopped, and he looked up.

The object had risen to the point of 15 to 20 feet above the ground, and the flame had ceased to come from the object. The object had a red marking about 1 foot or maybe 18 inches in height, shaped like a crescent with a vertical arrow and horizontal lines underneath.

The object hovered in the spot for several seconds and then flew off and a southwest direction, following the center of the gully.

The UFO cleared the dynamite shack by not more than 3 feet. He watched as the object disappeared in the distance over a point on highway 85, about 6 miles from where he was standing.

The object took about three minutes to travel that far. Disappearance was by fading in the distance, and at no time did he observe the object rise more than 20 feet off the ground.[lxxxi]

Two days later, the same egg-shaped UFO showed up at two other New Mexico locations. These UFO cases were not released in the CIA files.

Egg-shaped UFO landing at New Mexico (The Gallegos Case):

This next case is in several regional papers covering the UFO sighting. On April 26, 1964, at around 1:00 am, Orlando Gallegos reported seeing an object at his fathers' home north of La Madera, New Mexico.

An egg-shaped craft somehow appeared and was resting on girders in a gravel area. That same day at Socorro, George Mitropolis of Albuquerque witnessed a luminous flying object. According to Mr. Mitropolis, the UFO looked like an upside-down bathtub (flat on the bottom, round on top), without lights except for a glow-like exhaust underneath it. The UFO came over the crest of the mountains then went back down.[lxxxii]

Orlando Gallegos stated the craft was at least 14 feet in circumference.[lxxxiii]

In the Gallegos case, officers found landing gear impressions at the scene, just like the Socorro case with Officer Lonnie Zamora

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two days earlier (April 24).[lxxxiv]

"A photograph in the local paper shows Espanola Police officer standing next to the charred area at La Madera. The report stated Major Connor, UFO investigator from Kirtland Air Force Base, also visited the site to make his final assessment.

The object landed at the Vallecitos creek bank. Photographs were made of the landing site and impressions that appeared to have been made by the fixed landing gear. The ground was still smoldering after the sighting, according to reports."[lxxxv]

According to another report, the object was cigar-shaped, having the color of bright metal. The flying craft was without windows and was sitting on its end while blue flames came out from what appeared to be small jets. The observer returned twice more, and while he watched the second time, the flames disappeared as if they had been shut off.[lxxxvi]

In studying the Orlando Gallegos case, we can wonder about the chance of two similar shaped craft being seen in New Mexico two days apart. Furthermore, an identical ship was seen the same day by two young girls at a nearby elementary school.

UFO at Elementary School
US Military soldiers interview witnesses

On April 7, 1967, around 9:45 am, a UFO descends and lands at Crestview Elementary at Opa Locka, North Dade County, Florida.

More than two hundred (200) children and three teachers saw the oval object, with a light at each end, come to ground level. Several other objects also were seen, moving up and down with a pendulum motion.

According to the ‘Miami Herald,’ most of the children ran towards the schoolyard fence to get a closer look at the saucer. They stretched out their fingers, pointing to the object near a pine tree in an open field. The UFO was oval, almost a disc. One of the teachers, becoming concerned, said she couldn't believe what was happening.

The UFO then moved closer toward the school, then went straight back and dropped below pine trees.

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Teacher Bob Apfal with all his faculties, said flatly: "it was a flying saucer. The fourth-grade teacher said Friday was the second consecutive day they witnessed a similar metallic-like object north of the school grounds."

The US Air Force immediately sent investigators to the school after the incident was reported. "Teachers spent the rest of the day talking with Air Force officers from Homestead Air Force Base. Andy Cohen was watching the spectacle and insisted the objects were cigar-shaped ships."

Another Teacher shared; "she saw a second unidentified aircraft in the broad, open field north of the school." She discussed the strange features of the alien beings and the fear and panic that gripped the school during the initial moments after landing. She also recalled the arrival of "military personnel" at the school shortly after the landing. The aircraft was still on the ground while soldiers patrolled the corridors."

Another student shared, "hundreds of other students from Crestview and a few teachers witnessed three oval-shaped objects coming through a few clouds, directly over our heads! My teacher gathered our class into a line. We watched as the two smaller of the three oval objects appeared to be dancing around the larger oval-shaped object coming down towards us."

"Some of the smaller girls became hysterical during the sighting and ran back to their classroom."

"A private citizen, Mrs. Mary Troesser, happened to look toward the school and confirmed an oval object with red lights was hovering over the trees."

The Air Force tried to sweep this account under the rug by saying the 200 students and teachers observed a helicopter that was doing touch and go landings over three miles away. The only problem with the scenario was that the spaceship came to land on the grounds next to the school property. It was silver and had a bubble on top, and was silent. The Air Force shared; the helicopter, three miles away was executing touch and go landings, was white and made noise.[lxxxvii]

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Over a school in China

On September 18, 1971, around 1900 (7:00 pm) or 2000 hours (8:00 pm), before the sky darkened and before the moon had come out, students from Ji County Hunan Province were enjoying their day at the Cadre School of foreign language bureau when they saw a UFO. One witness shared his story:

“Since I had nothing to do, I walked out the main entrance of the dormitory only to suddenly discover at a distance about 2,000 or 3,000 meters up in the sky a huge lighted wheel.

This unidentified lighted wheel was moving slowly, revolving in a clockwise direction and moving forward.

After I shouted, the people in their rooms came flying out to watch. Unfortunately, when I first discovered the light, it had already passed over our Cadre School and was located at a 60 to 80°angle to it.

The UFO headed in a northwesterly direction away from us and slowly floated away. This great flying wheel assumed the form of a small cloud, and it looked a little like a spiral nebula in pictures of heavenly bodies.

The UFO emitted a yellowish light, but I heard no sound. The center of this huge lighted wheel seemed thick while it became gradually thinner toward the edges.

Its speed of turning was quite slow, but its forward speed motion was relatively fast. I observed it for one minute until it gradually disappeared across the horizon to the northwest. All ten of us (witnesses) kept looking at this extraordinary phenomenon until we could see it no longer.[lxxxviii]

UFO lands in Japan

On February 23, 1975, between 6:00 and 7:00 pm, two seven-year-old boys named Kono and Yamahata watched a bright orange UFO approach Kofu, Japan, while making a "ticking" sound in Kofu Japan.

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The UFO lands on three ball-shaped legs in a nearby vineyard. The object was a domed disc, five meters in diameter and six feet high. The boys got very close to it and discovered the object's surface was silver-colored and had strange words embossed on its surface.

“A ladder extended out of the craft down to the ground, and a humanoid creature slightly over four feet tall disembarked. The creature reportedly wore a silver uniform and carried something that looked like a gun.”

"His skin was dark brown, and he had large pointed ears, but his large head had no facial features: no eyes, nose, or mouth. It merely had wrinkles on the "face" and three silvery two-inch long "fangs" where the mouth should be. Both boys could see one smaller humanoid in the cockpit holding a control lever."

“The being that had emerged reached out and touched one of the boys, patting him twice on the shoulder and uttering words "like a tape recorder running backward."

“The boy who had been touched sat down, paralyzed either by the touch or fear, but his companion took him on his back and carried him from the vineyard. They then ran to one of the boy's homes and informed their parents, who could see the orange light pulsating in the vineyard.”

The UFO then disappeared as they watched. Two concrete posts were found pushed over at the landing site. [lxxxix]

UFOs descend into Cannon Air Force Base.

On January 21, 1976, around 3:55 am, two 75- foot-long UFOs descend at Cannon Air Force Base, New Mexico.

In an NMCC Memo for the Record from Rear Admiral J.B. Morin, USN: The following information was received from the Air Force Operations center at 0555 EST: "Two UFOs are reported near the flight line at Cannon AFB, New Mexico."

Security Police observing them reported the UFOs to be 25 yards in diameter, gold or silver in color with a blue light on top, a hole

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in the middle, and red light on the bottom.

The Air Force is checking with radar and, additionally, checking weather inversion data.

Among other UFO researchers who arrived in Clovis were several members of the "UFO Study Group," which has about 40 members, mainly employees of the Los Alamos Scientific Laboratories.

Police stated many UFO sightings were reported between 6:00 and 10:30 pm on Friday, an hour before the Los Alamos observers arrived.[xc]

Iranian Youth abducted by Aliens.

On April 2, 1976, a nineteen-year-old man from Chalus, Iran, Gholam Reza Bazargani, was missing for several days until April 4 due to being abducted by aliens.

According to Bazargani, while he was walking alone deep in the forests, he suddenly saw a craft emerge from the sky, move straight towards him, and stop directly above him.

He said he could not move as he watched four "beings" come out of the craft and take him inside it. He claims that he spent some time under the scrutiny of the "beings" before passing out.

"The next thing I remember is that I woke up back on earth early in the morning, not in the lush Caspian forests but surrounded by barren lands." He somehow found his way to Isfahan later the same day.

After spending a day with the police and psychologists, he traveled back to Chalus. The papers clarified, “although most authorities are skeptical about the affair, they are still mystified by so many identical reports. Witnesses came forward to acknowledge a UFO was in the vicinity at the time of the abduction.”[xci]

Oil Pumping equipment shut down by UFO.

In 1978 a newspaper confirmed seven Kuwait Oil Company technicians and an American reported a Boeing 747 jumbo jet-sized

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cylindrical shaped UFO landed at the oil fields 90 miles from the capital at Umm Alaish, Kuwait.

The 200-foot-long UFO caused temporary disruption of telecommunication and an oil pumping station's operation about 250 yards from the landing site. According to the witnesses, the observers were horrified and were afraid to approach the craft. It made no sound, left no evidence, and when it left, the oil pumps began working again. According to the witnesses, the object was "definitely was not a helicopter."[xcii]

Aliens attempt contact with Russian people.

On June 5, 1991, the CIA via Moscow News confirmed UFOs in Russia had frequently visited the town of Orsk. The news agency shared: "individuals as well as entire parking blocks (huge numbers of people) witness the arrival of these visitors from other planets."

"Witnesses said the visitors would try to establish contact with the Orsk inhabitants by showing them cartoons and conducting dialogs with them. There have been so many cases the original information research agency has been set up and forced to study the unusual UFO phenomenon. Reports of similar nature are also carried by Ural Aktsent Agency Komsomolskaya Pravda."[xciii]

Aliens wipe a soldier's memories.

On April 19, 1991, Russian militiamen sighted an Unidentified Flying Object while on patrol in Alma-Ata, capital of the Soviet central Asian republic of Kazakhstan, Russia.

Late in the afternoon, while approaching the Kok-Tyube Mountain, a famous recreation area, the patrolmen noticed a kind of fire at the top of the mountain. The soldiers watched the flames go up and down and then noticed an array of red rage bursting out of the center.

Other militiamen in the vicinity also noticed the strange object. The driver of the patrol car said he and his comrades drove up to the flaming object, and when they were a mere 200 meters away from

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the UFO, a few rays swept across the car and stopped the engine dead.

When the militiamen moved towards the UFO, it dimmed its searchlights and disappeared.

Upon returning to the police station, the patrolman noticed that none could recall the way back from the mountain. All memory of their passage back from the UFO sighting had been completely obliterated. Radio talks concerning the UFO were recorded on tape. [xciv]

UFO lands in Russia

In Russia, on August 4, 1991, a UFO landed in a mountain pass in the vicinity of Atsavan Village, 12 to 15 km from Yerevan, at 2130 hours. According to eyewitnesses, the UFO stayed there until 3:00 am with its lights twinkling and changing its shape. However, nobody dared to approach it.[xcv]

Russians confirm UFO landed near a strip mine.

On October 28, 1991, the Moscow central news confirmed a UFO landing (spaceship) several years earlier at Dalnegorsk near strip mines in Russia. Eyewitnesses attempted to reach the landing location, but the UFO took off before they reached it.[xcvi]

Huge UFO over Iran

On January 9, 2001, Latino Ron Iran Daisy mentioned an illuminated unidentified flying object appeared over the skies of Kerman, Iran Sunday evening. The UFO was huge, about 300 feet long (the size of a football field), and moved slowly at a low altitude from east to west. An eyewitness said that the UFO was surrounded by flames and emitted beams of colored light. The object could be seen for three minutes around Kerman.[xcvii]

Over Nizhniy Tavda

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In August 2001, unidentified flying objects were spotting in the sky above Tyumen Region's Nizhniy Tavda District of Russia. They could be seen above the District capital and near lakes and rivers for two nights in a row.

The ‘RIA News’ agency reports that this is the second year of UFOs over Nizhniy Tavda. The last time residents witnessed an unidentified flying object was on January 1.

The January 1 UFO sighting was a huge sphere seen hovering above the settlement of Nizhniy Tavda and sending eight rays (beams) of light toward the ground.

This time, the UFO presented itself in two forms: 1) a sphere and 2) a saucer. Also, residents claimed that they saw a 100-meter (300 foot) long aircraft (UFO) with two evenly glowing sidelights. The flying object was moving very slowly and without producing any noise whatsoever."[xcviii]

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Chapter 3: Presidents, Admirals and Top Officials discuss UFOs

1985, President Ronald Reagan and Mikhail Gorbachev in Geneva, agree both countries will support each other during Alien Invasion, [xcix]

Press Secretary Says President Truman Has No Knowledge Of Flying Saucers In U.S.

April 4, 1950, The Waxahachie Daily Light, Texas

We now know from declassified files, as well as global newspaper accounts Presidents, Congressional Members, and Senior Military leaders have known about UFOs since the 1940s. We also believe the lack of such information to the public directly results from the plans to keep this phenomenon at Top Secret classification levels.

President Truman

Despite early denials, in 1947, President Harry S. Truman, after secret briefings on US aerial intrusions, made several public statements about UFOs.

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The President admitted he attended restricted executive-level meetings where the topic was discussed among military leaders. Though notes from these secret meetings have never been revealed, researchers contend Truman took the matter so seriously he engaged in talks with foreign leaders on the phenomena.

Perhaps under the CIA's advisement and reasons of plausible deniability, notes were never taken at these meetings. President Harry S. Truman's only public comments on UFOs appeared on the following dates:

1. 1947: July 10; "The only "flying saucers" President Truman knows anything about, he said today, are those he has read of in the newspapers."[c]

2. 1950: April 4; President Harry S. Truman shared: "I can assure you that flying saucers, given that they exist, are not constructed by any power on Earth." [ci]

3. 1950: April 5; President Truman announced through Press Secretary, Charles G. Ross at Key West, Florida: "that he (Truman) knows nothing of any flying saucers being developed by this or any other country. "We are not denying this because of any developments of secret weapons, but purely because we know nothing to support these rumors."[cii]

The reality was, President Truman was well versed in the UFO situation. United States military officials received calls from military pilots, officers, and citizens of UFOs appearing all over America before and after the Roswell New Mexico crash in July. Evidence for such UFO incidents contained eye-witness testimony, photographs

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and radar data. The highly sensitive UFO events would have found their way to the oval office in Washington, DC.

Flying discs, a potential threat to National Security

On February 12, 1948, Brigadier General C.P. Cabell, USAF, Chief of Air Intelligence, sent a letter to the Director of Intelligence telling him that a letter dated December 30, 1947, from the Commanding General at Air Material Command instructing the Air Force to set up a project to collect, collate, evaluate and distribute to interested government agencies and contractors all information concerning the UFO sightings which can be construed to be of concern to the National Security.

The Commanding General, AMC, feels that the responsibility assigned to him for collecting and developing information and intelligence on the "flying discs" should be complemented by a requirement that all Air Force Installations in the United States and Alaska dedicate one fighter or night interceptor type aircraft, with necessary crews, on a continuous alert basis.

These aircraft, posted on each flight-line, should be equipped with a gun camera and such armament as deemed advisable to secure photographs necessary to obtain all possible data on any reported and sighted unusual phenomena of the flying disc type in the atmosphere.

Though in 1948, the US arsenal did not have enough planes to cover all airfields, this very idea was adopted several years later. Around the world, military leaders acknowledged the need for rapid response to aerial intrusion and therefore insisted UFO interceptor jets be placed near runways at military bases in the US in the 1950s and 1960s.[ciii]

My father, Colonel Alston R. Chace met many of these UFO interceptor pilots during his career.

CIA and Dwight D. Eisenhower document

As the Presidential Administrations were about to change, the CIA was determined to keep the next incoming Administration officials

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up to speed on America's UFO situation. As mentioned early in this book, Dwight D. Eisenhower needed to be briefed on the situation.

On November 18, 1952, a briefing Document was prepared for President-Elect Dwight D. Eisenhower entitled ‘Operation Majestic 12’. The briefing officer was Admiral Roscoe H. Hillenkoetter (first CIA Director from 1947 through 1950). In this document, the crashes of 1947 (Roswell, NM) and 1950 (El Indio, Guerro Area along the Texas, Mexican border) were discussed.

Specifically, the document mentions the difficulty of determining how these UFOs operate as the features inside and outside are not recognizable from our technology. It was theorized the discs are "short-range reconnaissance crafts."

The conclusions were based on limited provisioning inside the craft. The dead entities also were reportedly theorized to be along a different evolutionary and biological track than that of homo-sapiens. The term “Extraterrestrial Biological Entities” (EBE) was used.

Dr. Menzel, a skeptic in the 1950s, also named part of the Majestic 12 members, noted, "he believed these (UFOs) came from somewhere in another solar system – not Mars," as some suggested.

A foreign language not known on earth was noted at the crash site; however, efforts to decipher this were not successful. Furthermore, the briefing document mentioned; "strictest of security precautions should be maintained regardless of next President to holding office." [civ]

The CIA prepares UFO inquest cover letters for Senator Johnson’s constituents

In May of 1954, the CIA's Assistant Director wrote a response cover letter for the Office of General Counsel / Scientific Intelligence to Senator Johnson so his office could reply to a letter from his constituent on UFOs. H. Marshall Chadwell, Assistant Director, Scientific Intelligence, shared the following cover letter for Senator Johnson's constituents (future President Johnson).

> “Dear Sen. Johnson:

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In response to your letter of April 19, 1954, we have reviewed the problem posed by your constituent, Mr. P.D. (unreadable). Of course, you realize that intelligence cannot say explicitly what it does and does not know. To reassure you, however, and not for passage further, we are not alarmed by the many reports on "sightings" of flying saucers. The information available to us indicates at the largest percentage of all reported sightings have been explained satisfactorily as normal, natural phenomenon. In the remaining percentage of sightings, which is very small, information imported is so lacking in sufficient detail to make their credibility very low.

"In light of the above, we suggest that you reply to your constituent without direct references to this agency, along the following lines":

"I am very glad to be able to reply to your letter of April 12, 1954, inquiring about flying saucers."

"After inquiring in the appropriate quarters in government, I find that many of the books and articles in the public press and elsewhere are sometimes not factual information. I have been assured, furthermore, that we should not become alarmed by such information."

"I have been told by a number of books on the subject indicate that the US Air Force covers the subject the flying saucers, and I suggest that you write United States Air Force if you have any further questions." We hope this information will be of use to you.[cv]

Secretary of the US Air Force saw a UFO.

The same month as the CIA instructional letter to Senator Johnson on minimizing UFO aerial intrusions, Secretary of the US Air Force (Harold E. Talbot) witnesses a UFO.

On May 13, 1954, according to Major Keyhoe, the Secretary of the US Air Force (Harold E. Talbot) under President D. D. Eisenhower had a daylight encounter with a round silver disc (UFO) over Palm Springs during the last week of March 1954. His source was USAF Captain Edward Ruppelt. The announcement was made on the Frank Edwards radio news show during the evening of May 13.

At the time of the incident, Air Force Secretary Harold Talbott was flying over Fresno, California, to Palm Springs when he saw a UFO. When over Fresno, he and several others on the plane purportedly saw a large metal object following their aircraft about 1,000 yards below and behind. The pilot was ordered to turn around, but the UFO outmaneuvered them and raced off.[cvi]

Richard B Russell Jr. – sees two UFOs.
Senator and Chairman of the Armed Services Committee

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On a trip to Russia around October 4, 1955, Senator Richard B Russell Jr., Chairman of the Armed Services Committee, witnessed "two" disk-shaped craft near his train.

This case was reported to the US Air Force and was classified as "Top secret." Though this happened in 1955, I could not find this in Project Blue Book's official report. However, this was later confirmed from a declassified CIA Report dated October 15, 1955, entitled "Current Intelligence Bulletin," released on 12/21/2004.

The document confirms the witnesses of the UFO were Senator Russell, Lt. Colonel E.U. Hathaway (Army), and Mr. Ruben Efron. The event described by the CIA report is as follows:

"Two round and unconventional circular aircraft resembling flying discs or flying saucers were seen taking off almost vertically one minute apart. The disc aircraft ascended near dusk with the outer surface revolving to the right slowly and with two lights stationary on top near the middle part. Sparks or flames were seen coming from aircraft.

No protrusions were observed on the disc aircraft which passed over the observer's train. Both flying disc aircraft ascended relatively slowly to about 6,000 feet, then speed increased sharply in horizontal flight, both on a northerly heading.

The flying attitude of the disc remained the same during ascent, like a 'discus in flight.' Two operating searchlights pointing almost vertical seen near takeoff area located 1-2 miles south of railroad lines. Soviet trainmen became excited about the UFO being sighted and lowered curtains and refused permission to look out the windows. US observers firmly believe these unconventional aircraft are flying saucers or disc aircraft. [cvii]

The recent release of the CIA UFO files has additional testimony on this UFO sighting from other witnesses:

Testimony of Second Witness to UFO: Country (Blacked out), On October 4, 1955, a UFO was seen from a train in Europe. The witness shared:

“At 1630 hrs., I boarded the train at (location blacked out) in the company of (person blacked out), one of whom shared a new

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wagon-lit compartment with me; the other two occupied the adjoining compartment."

"The train ran very slowly, making every stop; I would estimate its overall speed at 20 miles per hour. Exactly 2 hours and 40 minutes out, one of our group in the compartment next-door entered my compartment and said, "did you see that out there? I just saw a flying saucer." My compartment companion and I were about to laugh it off when the man from next-door pointed out the window again, and then we all saw the following sight."

"On the left-hand side of the train, there was a large airfield. The evening was dark but clear. A huge searchlight was on the field itself. The light was focused on a triangular object on the ground, which I would say was probably not more than 2 miles distant from the railroad."

"The size of the object was comparable to that of a jet fighter, with an equal shape and in the form of an equilateral triangle. There were three lights on the object, one on each point of the triangle, presumably two wing lights and tail light. As we watched, it was ejected from its launching site, making not less than three and not more than seven fast spirals in the air, after which it climbed extremely fast at about a 45° angle. We watched it climb and saw it reach a high altitude; the searchlight followed it all the way."

"I wish to emphasize that this was no ordinary takeoff but more like a missile ejection. Our companion from next-door reported that this was the second launching in rapid succession."

"I believe that the train at the time of the sighting was between 50 and 60 miles south of (blacked out). While the four of us were still watching the object ascending, the steward came in and pulled down the blinds. When I began to protest, the steward pointed toward the rear of the car and shook his head."[cviii]

US Ambassador to Italy sees UFO.

Any US Intelligence Agency, including the CIA, should have the following UFO account in their Top secret files but was never released.

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On October 28, 1954, United States Ambassador Clare Booth Luce, along with an Associated Press employee, citizens, and others, witnessed a flying saucer over Rome, Italy. The Ambassador stated: "I saw something, but I don't know what it was."

The object described by some as a luminous silver coin or moon-shaped device was seen flying through the sky at a fantastic speed. The other interesting point made was there was not just one – but two separate objects trailing the first lighted object. No matter how you slice the bread, a globe or flying coin does not look like a jet or plane. Clare Booth Luce was a two-term congresswoman from Connecticut, then later was appointed Ambassador to Italy.[cix]

Admiral Delmer Fahrney – UFOs show Intelligence

On January 16, 1957, Rear Admiral Delmer S. Fahrney, a pioneer in the development of controlled aircraft and guided missiles for the Navy, was quoted in an Associated Press article from Washington saying:

“There are signs that an intelligence directs such objects because of the way they fly. They are not entirely actuated by automatic equipment. The way they change position in formations and override each other would indicate that their motion is directed”.

Rear Admiral Fahrney also said: "he has no information or preconceived ideas as to whether the unidentified flying objects are from outer space, but believes they involve a "tremendous amount of technology of which we have no knowledge and that their development must have taken a long period of time." [cx]

Update on Admiral Fahrney: On January 16, 1957, Rear Admiral Delmer D. Fahrney (Ret.) said the objects move at speeds which cannot be duplicated by the United States and Russian.”

Admiral Fahrney said observers had estimated speeds of some flying objects at up to 12,000 miles an hour. He shared:

"The state of technology in this country and Russia today would not permit duplication of the high speeds and terrific acceleration." Furthermore, he said, "It's apparent that intelligent

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beings direct these objects because of the manner in which they maneuver."[cxi]

Super-secret meetings on UFOs

In October 1957, a UPI story shared that former Central Intelligence Chief (Roscoe H. Hillenkoetter) reported: " super-secret congressional hearings on "flying saucers" have never made their findings public."

The UPI report shared that NICAP revealed a letter from Rep. William H Ayes (R-Ohio) written to Melvin V. Knopp of Ohio stating: "Congressional investigations have been held and are still being held on the problem of unidentified flying objects (UFOs). Since most of the material presented to the committees is classified, the hearings are never printed. When conclusions are reached, they will be released if possible".

This explosive reveal was followed by a statement from Rep. Ralph H. Scott (D. NC). He stated: "The general public should be allowed information thus far known about flying objects except, of course, in the case where they might become unduly alarmed or panicked by such revelation. If this information could be presented to the American people in such a way as to appeal to reason and not to emotion, I think it would be a good thing." [cxii]

Former Chief of the CIA

A month later, on November 14, 1957, former Chief of the CIA, Admiral R.H. Hillenkoetter shared: the "Satellite and space exploration program should give us new, valuable information on UFOs, affording definite evidence as to their reality and this will result because of a tremendous increase in observation of the sky by radar and telescope tracking systems and by naked eye observation."

Furthermore: "This will certainly increase the number of detailed UFO reports from trained observers including accurate measurement of courses, speeds, altitudes, maneuvers, and sizes and shapes of such objects."[cxiii]

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Former CIA Director warns America.

In February 1960, former director of the CIA, Roscoe Hillenkoetter, former Vice-Admiral of the Navy, in an interview with the New York Times, stated;

“Behind the scenes, high-ranking Air Force officers are soberly concerned about UFOs. However, through official secrecy and ridicule, many citizens are led to believe the unknown flying objects are nonsense."

Six months later, Admiral Roscoe Hillenkoetter (former CIA Director) shared similar remarks in a signed statement to Congress, August 22, 1960; he reiterated the above position:

"It is time for the truth to be brought out... Behind the scenes, high-ranking Air Force officers are soberly concerned about the UFOs. However, through official secrecy and ridicule, many citizens are led to believe the unknown flying objects are nonsense. I urge immediate Congressional action to reduce the dangers from secrecy about unidentified flying objects." [cxiv]

They are interplanetary

In 1960 Colonel J.J. Bryan, III, USAF former aviation aviator and staff member to General Lauris Norstad NATO and former Special Assistant to the Secretary of the Air Force had stated in his conclusions on the interplanetary nature of UFOs. The same sentiments were shared by Lieutenant Colonel Howard Strand, a base commander in the Air National Guard, and many others.

Colonel Joseph Bryan, in a letter to Major Keyhoe (NICAP), also stated that after much radar evidence and hundreds of credible military and civilian witnesses that:

"The UFOs reported by competent observers are devices under intelligent control. Their speeds, maneuvers, and other technical evidence prove them superior to any aircraft or space devices now produced on earth. These UFOs are interplanetary devices systematically observing the earth, either manned or under

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remote control, or both." Information on UFOs, including sightings reports, has been and is still being officially withheld. [cxv]

Marilyn Monroe knew about UFOs.

This next case involved top-secret US agencies and was never released in the current CIA files. It is of importance that the memorandum detailing the accounts of Marilyn Monroe has been determined to be a CIA document by former CIA representatives.

On August 3, 1962, a secret CIA document revealed the wiretapped conversations between Attorney General Robert Kennedy and Marilyn Monroe.

The James J. Angleton (CIA) memorandum was written two days before Marilyn Monroe was found dead in her home. The public learned of Marilyn Monroe's death via newspaper articles suggesting she committed suicide. However, evidence today, gathered by experts in their field, suggests a government agency or persons close to Marilyn Monroe murdered her to protect National Security concerns. What agency or persons executed this planned assassination has been speculated but never proven. This sensitive document below has been authenticated by several former CIA officials and mentions secretive information to remain classified. The information below is from the wiretaps conducted by a US intelligence agency and discussions between Marilyn Monroe and Attorney General Robert Kennedy.

Central Intelligence Agency
TOP SECRET

Country: New York, US	Report No: (Redacted)
Subject: Marilyn Monroe	Date: August 3, 1962
	Number of Pages (Redacted)
Date: August 3, 1962	References: Project Moon Dust
This is UNEVALUATED information; Source Gradings are Sensitive.	

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Wiretap of the telephone on Marilyn Monroe between reporter Dorothy Kilgallen and a close friend, Howard Rothberg, from wiretaps of telephone conversation of Marilyn Monroe and Attorney General Robert Kennedy.

Rothberg discussed the apparent comeback of the subject with Kilgallen and the break-up with the Kennedys. Rothberg told Kilgallen that she was attending Hollywood parties hosted by the "inner circle" among the Hollywood elite and was becoming the talk of the town again.

Rothberg indicated in so many words that she had secrets to tell all, no doubt arising from her trists (e.g., trysts - affairs) with the President (John F. Kennedy) and the Attorney General (Robert Kennedy).

One such "secret" mentions the visit by the President to a secret airbase for the purpose of inspecting things from outer space.

1. Kilgallen replied that she also knew what might be the sources of the visit. In the mid-50s, Kilgallen learned of the US and UK governments' secret effort to identify the origins of crashed spacecraft and dead bodies from a British government official (believed to be Lord Mountbatten). Kilgallen believed the story might have come from the New Mexico crash in the late 40s. Kilgallen said that if the story is true, it would be a terrible embarrassment for Jack (President Kennedy) and his plans to have NASA put men on the moon.
2. Subject (e.g., Monroe) repeatedly called the Attorney General (Robert F. Kennedy) and complained about how she was being ignored by the President and his brother.
3. Subject (e.g., Monroe) threatened to hold a press conference and tell all.
4. Subject (e.g., Monroe) made references to bases in Cuba in knew of the President's plan to kill Castro.
5. Subject (e.g., Monroe) referred to her "diary of secrets" and what the newspapers would do with such disclosures.

James J. Angleton (CIA)
Chief of Counterintelligence for the CIA

Some of the points in this memo speak of the following:

1) The "President visits secret airbases which were to inspect things from outer space";
2) the "US and UK governments to identify the origins of the crashed spacecraft and dead bodies," this information from a British government official regarding the New Mexico incident in the late forties. [cxvi]

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Comment | There are many rumors about the death of John F. Kennedy, Robert Kennedy, and Marilyn Monroe surrounding various conspiratorial ideas. One of these is keeping the facts of UFOs secret from the public. However, this cannot be proven; it is very interesting timing with John's involvement with the subject matter. There is more information on the night Marilyn died with implications of a potential homicide (or assassination). This can be read on the NOUFORS.com website. Where the editor interviews Donald R. Burleson, Ph.D. "UFOs and Murder of Marilyn Monroe."

President of the Republic of Castelporizan
Experienced a close encounter with a UFO

In another stunning UFO case from Italy, we are surprised this Italian Air Force case never made it to the CIA files. Either it never made it to the CIA files, or it remains in locked vaults. The case was found in Project Blue Book and had to be translated from Italian.

The President of the Republic of Castelporizan, Italy, had a UFO sighting. On August 20, 1963, around 9:32 pm, the chauffeur for the President of the Republic of Castelporizan, Italy, was nearly run off the road by a UFO.

The chauffeur was driving a Fiat 2300 on his employer's estate near Rome doing 80 kilometers per hour when a strange object suddenly loomed over the trees near a long bare patch in the forest that ran along the road. The US Air Force received a report from the General Italian Air Force “Air Attache-State Maggiore Aeronautica" concerning the encounter. The translation of the text in the Air Force case file shares:

1. "The chauffeur sees the UFO and abruptly stops the car which was going about 75-80 Km/hour";
2. "The UFO continued to advance and passed over the automobile and made it vibrate";
3. "The UFO presumably continued its course because his sight was obstructed by the roof of the car”;

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4. "Then, it reversed its course and passed over the car a second time, making it vibrate once more";
5. “The UFO passing over the auto proceeded to the same place where it was first observed, that is, to the top of two high trees situated at the end of a field”;
6. "The UFO surpassed the two trees by a few meters and suddenly changed from a horizontal position with the underside parallel to the ground to a vertical position";
7. "With lightning velocity, the UFO flew away horizontally towards the left in the direction of the west";
8. “During the departure of the UFO, the flowers and plants underneath and around it did not move even slightly”;
9. “The comment in the file states: “the UFO did not produce any current of air and the witness said that he did not feel any air current come into his car and had the windows open”;
10. "The light from the UFO was visible from three portholes whose form were elliptic and were found to be equipped with a large vertical axis. The rest of the object was not illuminated, but it was illuminated by the car lights one as able to discern a grayish color";
11. “The tower of the UFO seemed to terminate in a kind of glass roof which slightly protruded out of the tower, nothing else on the object seemed to rotate except this”;
12. “The measurement of the underside of the UFO could be about 20 meters in diameter and the most certainly not less than 2 meters”;
13. “The diameter of the tower appeared to be a little longer than the interior of the Fiat 2300”;
14. After the rough braking and stopping, the motor of the car stalled maybe because the chauffeur was caught by surprise or did not push the clutch down in time";
15. "In between the first and second flybys of the UFO, the chauffeur tried to start the car, but the engine failed probably due to human error";

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16. "The rapid shaking of the auto from top to bottom, about a dozen tremors lasted about 3 seconds in both of the overpasses";
17. “The sound heard during the observation was similar to that produced by a distant jet or an electrical motor running at high speed”;
18. “The intensity of the sound remained during all phases of the observation.”

Local inquiries from nearby airports show no landings or departures at the time. The Air Force could not conclude the case based on "insufficient” data.[cxvii]

President John F. Kennedy

We discussed earlier President Kennedy was concerned with a threat to National Security (“fear of nuclear conflict by mistaking UFOs for bombers or ICBMs”).

On November 12, 1963, a White House memo to The Director of the CIA stated the following:

"As I had discussed with you previously, I have initiated [unintelligible] and have instructed James Webb to develop a program with the Soviet Union in joint space and lunar exploration. It would be very helpful if you would have the high threat cases reviewed with the purpose of identification of bona fide as opposed to classified CIA and USAF sources.

It is important that we make a clear distinction between the "known and unknowns" in the event the Soviets try to mistake our extended cooperation as a cover for the intelligence gathering of their defense and space programs. When this date has been sorted out, I would like you to arrange a program of data sharing with NASA where "unknowns" are a factor. This will help NASA mission directors in their defensive responsibilities."[cxviii]

Senator Harry F. Byrd informed. UFOs are of National Security.
(No CIA release)

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In 1966 Senator Harry F. Byrd was trying to obtain more information on a UFO case (via Larry W. Bryant) from Fort Monroe. Senator Harry F. Byrd was denied access to the report.

A letter to Senator Harry F. Byrd from Colonel Rex. R. Sage, Office of Legislative Liaison at the Pentagon, stated to Senator Byrd:

"Ft Monroe HQ is responsible for determining whether or not the information must be protected in the public interest... the information should be given to only those who have a need to know due to their duties...it is believed the desired information should be withheld". [cxix]

Japanese Air Force General
these crafts are more advanced than human engineering
(CIA did not release statement)

On January 1, 1967, it was conveyed: "UFOs have been tracked by radar, so UFOs are real. They may come from outer space, and they are more advanced people piloting the ships than we."

General Kanshi Ishikawa, Chief of Staff of Japan's Air Self-Defense Force Commander of the 2nd Air Wing, Chitose Air Base (Japan), stated: "Much evidence tells us UFOs have been tracked by radar; so, UFOs are real and they may come from outer space. UFO photographs and various materials show scientifically that there are more advanced people piloting the saucers and Motherships."[cxx]

Brazil confirms UFOs real.

In 1968, a Brazilian meeting attended by official military and intelligence personnel declared UFOs to be extraterrestrial. After a 20-year study, the President of the Brazilian Institute of Astronautics and Space Sciences stated: "a critical, scientific study over a period of nearly twenty years…allows us to conclude that flying saucers exist and [are] extraterrestrial objects."[cxxi]

President Richard Nixon and actor Jackie Gleason
Allowed to review Alien corpses

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It was reported by a former wife of Jackie Gleason, Beverly Gleason McKittrick (via multiple interviews) that Gleason once came home late at night in 1973, appearing badly shaken.

Beverly McKittrick said her husband told her he had been taken to see President Richard Nixon. Nixon took him to Homestead Air Force Base in southern Florida, where Nixon allegedly showed him the small bodies of dead aliens that were stored there.

Beverly McKittrick repeated the story to Ufologist Kenny Young in two 2003 interviews, saying that while she did not know if Jackie was telling the truth, she believed him at the time because he seemed serious about it. She said her going public with this information angered Jackie Gleason and badly strained their relationship. Nixon and Gleason were friends and played golf together on multiple occasions in Florida (where Nixon had a residence in Key Biscayne).[cxxii]

French Minister of Defence declares UFOs are real.

In 1974, the French Minister of Defence, M. Robert Galley, was interviewed on national radio about UFOs. This broadcast was not internationally reported. He categorically asserted that UFOs are real and that the French Government is studying them.

The French Minister of Defense, interviewed on radio by Jean-Claude Bourret, on February 21, 1974, stated: "I must say that if listeners could see for themselves the mass of [UFO] reports coming in from the airborne gendarmerie, from the mobile gendarmerie, and from the gendarmerie charged with the job of conducting investigations, all of which reports are forwarded by us to the National Center for Space Studies, then they would see that it is all pretty disturbing."[cxxiii]

"I believe that the attitude of spirit that we must adopt vis-a-vis this phenomenon is an open one, that is to say, that it doesn't consist in denying apriori, as our ancestors of previous centuries did deny many things that seem nowadays perfectly elementary."[cxxiv]

Governor Ronald Reagan sees a UFO.

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In 1974, Governor Ronald Reagan claimed he had seen a UFO while flying above Bakersfield, California. In his words:

Ronald Reagan: "It was a bright white light. We followed it to Bakersfield, and all of a sudden, to our utter amazement, it went straight up into the heavens. This UFO sighting was later confirmed by Bill Paynter, who stated:

Bill Paynter: "I was the pilot of the plane when we saw the UFO. Also, on board were Governor Reagan and a couple of his security people. We were flying a Cessna Citation. It was maybe nine or ten o'clock at night. We were near Bakersfield when Governor Reagan and the others called my attention to a big light flying a bit behind the plane. It appeared to be several hundred yards away."

"It was a fairly steady light until it began to accelerate, then it appeared to elongate. The light then took off. It went up at a 45-degree angle - at a high rate of speed. Everyone on the plane was surprised."

"Governor Reagan expressed amazement. I told the others I didn't know what it was. The UFO went from a normal cruise speed to a fantastic speed instantly."

"If you give an airplane power, it will accelerate - but not like a hotrod, and that is what this was like. We didn't file a report on the object because, for a long time, they considered you a nut if you saw a UFO."[cxxv]

Prime Minister of Granada reports UFO.

On October 9, 1977, the Prime Minister of Grenada, Sir Eric Gairy, told the United Nations that he had seen an unidentified flying object and had been overwhelmed by the experience. In an address to the General Assembly, Sir Eric gave no details and was not immediately available afterward for an interview.

The 'West Australian' news mentioned: "He also said that the media were understandably full of excitement and curiosity about discussions I have had on this subject with President Carter. The two conferred for 45 minutes last month when Sir Eric was in Washington for the signing of the new Panama Canal treaties.[cxxvi]

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This announcement by the Prime Minister of Grenada on his UFO sighting was not mentioned in any CIA release.

UFO encounter at Camp David

As a matter of National Security, the following UFO encounter would most likely be in the CIA files, however was never released to the public.

In 1979, a mysterious aerial object came within 150 feet of a Marine Corps sentry on duty at Camp David, Maryland. The sentry confirmed he became frozen in his tracks as he tried to alert other guards and officials via the presidential retreat's intercom. The case was being investigated. In 1981, some controversial transcripts mention the CIA briefed President Ronald Reagan of the UFOs seen at Camp David.

Further information on this UFO case at Camp David has been requested from the other soldiers in the unit.[cxxvii]

Russia agrees to help the US during hostile Alien Invasion

In 1985 during the Summit Conference in Lake Geneva, President Ronald Reagan and Mikhail Gorbachev agreed both countries would assist the other if a hostile Alien Invasion took place.

Mikhail Gorbachev stated: "From the fireside house, President Reagan suddenly said to me, 'What would you do if the United States were suddenly attacked by someone from outer space? Would you help?' I said, 'No doubt about it.' He said, 'We too.' So, that's interesting."[cxxviii]

Commander observes Mothership

The following UFO report was provided to the Defense Intelligence Agency and has yet to be shared by the CIA.

In 2006, General Hernan Gabrielli Rojas gave UFO author Timothy Good a personal interview about a UFO encounter over northern Chile's deserts in 1978. The men in this story were flying a

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pair of F-5F Tiger jets, not far from Antofagasta when the Jets radar alerted the pilots to the presence of an enormous intruder.

I have taken a few excerpts from Timothy Good's book, “Need To Know," a must-read for avid UFO researchers.

The General shares: "it was noon, and I was flying with Captain Danillo Catalan, we are both flight instructors…. we were occupied flying from north to south in the vicinity of Mejillones when we saw a uniform cigar-shaped object, like a plantain banana. It was swath in smoke." The General estimated the UFO size was comparable to that of a dozen aircraft carriers (several miles in length).

The General continues with Timothy Good. The UFO "was large and must have been some 15 to 20 miles away. It moved in the same direction as us. We could see a huge thing surrounded by smoke. All of this must-have lasted some five minutes. We approached the UFO, but it was motionless. It neither approached nor retreated – it merely moved parallel to us. It was quite impressive, and something could be seen concealed behind the smoke." The General closes by saying the UFO then disappeared towards Easter Island at an impressive rate of speed.[cxxix]

Mikhail Gorbachev discusses UFOs

Mikhail Gorbachev was a well-respected Russian leader and former Soviet politician. He was the eighth and last leader of the Soviet Union, having been General Secretary of the Communist Party of the Soviet Union from 1985 until 1991. [cxxx]

On February 16, 1987, Mikhail Gorbachev, in a speech to the International Forum called, "For a Nuclear-Free World and the Survival of Humanity," at the Grand Kremlin Palace in Moscow, he stated:

"In spite of all the differences between us, we must all learn to preserve our one big family of humanity.”

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"At our meeting in Geneva, the US President said that if the earth faced an invasion by extraterrestrials, the United States and the Soviet Union would join forces to repel such an invasion."

“I shall not dispute the hypothesis, though I think it's early yet to worry about such an intrusion.”

In reply to the question, "does the USSR government study UFOs?" asked while visiting the Uralmash plant in Sverdlovsk on April 26, 1990, he answered:

"I know that there are scientific organizations which study this problem.”[cxxxi]

Over his career, we now have on record; Russian General Secretary Mikael Gorbachev discusses UFOs on four separate occasions.

1. Mikhail Gorbachev selected speeches and articles. Volume 4, Moscow, 1987, Page 388;
2. Political report of the Central Committee on the 27th Party Congress.
3. In a speech at a Forum entitled: “For a Non-nuclear World, For Humanism In International Relations, February 1987.
4. In a recent meeting with Ural Workers, where he shared: "the UFO phenomenon is real, and we should approach it seriously and study it.” The exact translation was: “there exist scientific collectives engaged in studying such phenomena.”[cxxxii]

Soviet General discusses UFOs.

On November 9, 1991, the Commander in Chief of the Air Defense Forces and General of the Army, Ivan Tretyak, was interviewed about UFO activity in the USSR.

Ivan Tretyak confirmed that fighter interceptors had encountered UFOs in Soviet Air Space. Tretyak mentioned one Unidentified Flying Object had been photographed by interceptor pilots and that the optical and thermal signals from it had been

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detected on the pilots' target screens, although some stealth-like capacity prevented the recording of the radar signals.

When the interviewer asked if UFOs in Soviet airspace were in violation of the sovereignty of the USSR, Tretyak said: "that it is premature to confirm the UFOs as a threat to Soviet security sovereignty because although pilot reports indicate that UFOs appear to be artificial in origin, their real nature has not yet been determined."

“Like the tracking of UFOs over Washington DC in 1952, Tretyak mentioned he believes that many UFOs cannot be recorded on radar because it is not an ordinary flying machine which can be recorded on the relatively narrow band on which air defense forces radars operate.”

In 1952 over Washington DC, UFOs would appear on radar screens and then disappear instantaneously. This was because the UFOs jumped to phenomenal speeds which the radar equipment was not calibrated to monitor such speeds.

When asked why the commander-in-chief of the air defense forces in a particular case did not ordered “shoot down” directives, Tretyak pointed out: “the UFOs encountered so far by his pilots have appeared to pose no extraterrestrial threat and that there is still no proof UFOs are of extraterrestrial origin or operated by intelligent beings.” Moreover, he said, “it would be for fool-hardy to launch an unprovoked attack against an object that may possess formidable capacities for retaliation.”[cxxxiii]

Dr. Greer informs Top US Officials about UFOs.

In 1993, UFO researcher author Dr. Steven Greer (CSETI) prepared briefing packets of information on UFOs and met with several senior US Officials in our government.

These briefing sessions included senior Clinton Administration officials, sitting CIA Director James Woolsey, former United Kingdom Ministry of Defense head and five-star Admiral Lord Hill-Norton, UN Secretary-General Boutros Boutros-Ghali and his wife, other senior UN officials, and numerous private briefings with members of Congress.

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The information they received from Dr. Greer would have helped explain these past events and prepare them for the events that were about to unfold during the Clinton Administration. [cxxxiv]

Belarusian General confirms UFO.

On May 12, 1995, Lt. General Valerity Kostenko, Commander of the Belarusian Air Defense Forces, was being interviewed about the new agreement of early warning notification of airspace violations. The agreement was between Belarus and Russia. Kostenko shared:

“Under the agreement, in the event of a threat or the violation of the border of one of the states, the alert forces and systems must immediately inform each other.”

"We have already had some experience of this. Two spheres of an unknown purpose were detected in the republic's airspace. They were traveling at a high-altitude, at varying speeds, from the direction of our Western neighbors. We located them and launched some fighter aircraft to find out what these objects were."

"The spheres were small, and the blips on the airplane's radar periodically disappeared, and the darkness made it difficult to make out the targets visually. In short, we had plenty of trouble with these UFOs before establishing that they pose no threat. Since the spheres were flying in the direction of Russia, we reported this to our Russian colleagues."[cxxxv]

Russian President Medvedev admits to Alien Visitors

In another surprising document not found in the recent CIA files was the newscast revealing UFOs and aliens' acknowledgment by the Russian President.

In December 2012, Russian President Dmitry Anatolyevich Medvedev was recently heard stating that each new Russian leader obtains folders discussing sensitive information when they take office. One of these folders happens to contain information about extraterrestrials that have visited earth and have remained to live among man.[cxxxvi]

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Admiral Vladimir Chernavin Admits seeing a UFO.

This next case involves a Soviet General discussing UFOs on Russian television, yet no CIA release has been made.

On October 25, 2015, Admiral Vladimir Chernavin, the last Commander-in-Chief of the Soviet Navy and later of the Russian Navy, was interviewed by Russia Today TV.

During the interview, Chernavin shared that the Soviet military Navy archives had hundreds of UFO sightings reports and that he had seen a UFO, which "assumed various forms, but mostly, looked like a round hat."[cxxxvii]

The following excerpts are from the Secretary of State (Department of State) Communications confirming the level of known UFO activity in 1951.

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Chapter 4: CIA ensures UFOs and Alien Occupants become Top Secret

U.S. Calls In Scientists To Solve Saucer Mystery

Objects Swoop Over Capital

July 29, 1952, The El Paso Herald Post, El Paso, Texas

No other agencies are responsible for the Top-Secret clearance levels of Alien visitation than the Central Intelligence Agency and the KGB. UFO stories have emerged repeatedly, revealing that public citizens and military personnel were threatened or discredited to keep witnesses' mouths shut and sworn to secrecy.

Furthermore, the CIA and KGB ensured that all UFO incidents documentation, whether eye-witness testimony, photographic, radar data, or intelligence reports, were confiscated and classified Top-Secret.

CIA Leadership 1946-1961

The CIA's website provides a list of all the directors of the CIA from 1946 to the present. UFO researchers are aware four or five of these directors had been closely associated with the UFO Phenomenon. Under the Presidential Administrations of Truman and Eisenhower, specific CIA directors had access to highly classified information regarding this phenomenon's reality. Those CIA directors in the know are:

Sidney William Souers, Rear Admiral, US Naval Reserve: served January 23-June 10, 1946. Mr. Souers was appointed by President Harry S. Truman on January 23, 1946, and sworn in on January 23, 1946. Recently uncovered documents suggest CIA Director Admiral Souer was a member of the Majestic 12 committee. Majestic 12 was a committee formed to keep UFO secrecy from the American Public. This information can be found at

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http://www.majesticdocuments.com. The document contains the name of Admiral Souers and Eisenhower.

Hoyt Sanford Vandenberg, Lieutenant General, US Army (Army Air Forces): served June 10, 1946–May 1, 1947. Mr. Vandenberg was appointed by President Harry S. Truman on June 7, 1946, and sworn in on June 10, 1947. CIA Director Vandenberg oversaw several major UFO reports claiming the phenomenon was real, including "Estimate of the Situation," which was later classified and copies burned.

Roscoe Henry Hillenkoetter, Rear Admiral, US Navy: served May 1, 1947–October 7, 1950. President Harry S. Truman appointed Mr. Hillenkoetter on April 30, 1947. CIA Director Hillenkoetter oversaw evidence of the UFO reality, briefed the President on the matter, and asked the government to inform the public on the phenomena.

Walter Bedell Smith, General, US Army: served October 7, 1950–February 9, 1953. President Harry S. Truman appointed Mr. Smith on August 21, 1950. CIA Director Smith understood that should the phenomena be real, even less than 1%, it would be a matter of National Security.

Allen Welsh Dulles: served February 26, 1953–November 29, 1961. President Dwight D. Eisenhower appointed Mr. Dulles on February 9, 1953. CIA Director Dulles was rumored to oversee MJ 12 in 1954 had ordered the removal of Top-secret information on UFOs and other black projects from Wright Patterson Air Force Base (OH) to Area 51.

In this book, we look at how the above CIA directors having access to sensitive UFO information assisted in developing new protocols that would keep this information from the American public.

For instance, researchers now claim CIA Director Hoyt Sanford Vandenberg ordered the destruction of a secret report concluding that UFOs are interplanetary.

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The report's title, called an ‘Estimate of the Situation,’ was never released to the public. Though the report has been denied to exist on several occasions, we now have confirmation from two US Air Force officers and the Chief of USAF Project Blue Book that they read portions of this secret report. These names will be shared and discussed later in this book.

Furthermore, it was CIA director; Admiral Roscoe Henry Hillenkoetter articulated his perception of unidentified flying objects.

Hillenkoetter once stated: “I know that neither Russia nor this country had anything even approaching such high speeds and maneuvers. The unknown objects are operating under intelligent control. It is imperative that we learn where the UFOs (unidentified flying objects) come from and what their purpose is.” [cxxxviii]

Thirteen years later, in August of 1960, CIA Director Vice Admiral Roscoe Hillenkoetter made another startling statement:

"It is time for the truth to be brought out... Behind the scenes, high-ranking Air Force officers are soberly concerned about the UFOs. But through official secrecy and ridicule, many citizens are led to believe the unknown flying objects are nonsense. I urge immediate Congressional action to reduce the dangers from secrecy about unidentified flying objects." [cxxxix]

The crash at Roswell was a coverup.
General Thomas Dubose

The July 1947 recovery of a craft from outer space near Roswell, New Mexico, is one of the most sensational UFO events in history. However, it would not be until a deathbed confession and several dedicated UFO researchers to learn the truth.

In his 1991 death bed confession, General T. Dubose confirmed the "balloon" coverup story. At the Roswell crash, General Thomas Dubose was a Colonel with General Ramey’s Chief of Staff.

The 1991 death bed confession revealed both he and General Ramey visited Roswell just after the 1947 UFO crash. General

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Dubose confirmed he assisted in getting the materials from the crash site to Wright Patterson Air Force Base in a B-26.

General Benjamin Chidlaw would be on the other end to obtain the crash saucer debris at Wright Patterson Air Force Base.

In his closing statements, General Dubois confirms the debris was sent to Ohio, and the "balloon" was a coverup. The signed death bed confession dated 9/16/1991 states:

"The entire operation was conducted under the strictest secrecy. The material showed in the photographs taken in Major Gen. Ramey's office was a weather balloon. The weather balloon explanation for the material was a cover story to divert the attention of the press."[cxl]

Furthermore researcher Dr. Leonard Stringfield's informant confirmed from July 10 through July 14, 1947, Generals Twining, LeMay, Groves, Vandenberg, Wainwright and Doolittle were flown into Alamogordo Field. Scientists at Alamogordo during this time were Wehner Von Braun, Oppenheimer, von Neuman, Steinhoff, La Paz and possibly Bush. Though the reason for their attendance near Roswell Air Field has never been disclosed, the timing to the crash recovery of an alien vehicle does not appear to be a coincidence.[cxli]

Citizen reporting on General Car Andres Spatz

On July 12, 1947, a citizen wrote the editor of a local newspaper about General Car Andrew Spatz. General Car Andrew Spatz was the Army Air Forces commander in 1946 and was appointed by President Truman as the first chief of staff of the new United States Air Force. During this time, General Spatz would carry the party line stating there was nothing to "flying saucers."

The citizen shared his thoughts: "If General Spaatz, commandant of the Army Air Forces, knows nothing about these flying saucers, as he stoutly avers, it is high time that he makes every effort to find out about them. Is our national safety to be so lightly disregarded?[cxlii]

President Truman creates the CIA

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When President Truman established the CIA in 1947, records show the Senate confirmed James Forrestal as the first Secretary of Defense the day before the Act went into effect. The majority of the Act's provisions took effect on September 18, 1947, just two months after the Roswell (NM) crash and six years after the Cape Girardeau (MO) crash of 1941.[cxliii]

According to the CIA's website: "President Truman recognized the need for a postwar, centralized intelligence organization. To make a fully functional intelligence office, Truman signed the National Security Act of 1947, establishing the CIA. The National Security Act charged the CIA with coordinating the nation's intelligence activities and correlating, evaluating and disseminating intelligence affecting national security."[cxliv]

The CIA

To better understand the CIA's purpose, we need to look no farther than its mission statement: "Preempt threats and further US national security objectives by collecting intelligence that matters, producing objective all-source analysis, conducting effective covert action as directed by the President, and safeguarding the secrets that help keep our Nation safe." [cxlv]

The CIA was brought into existence to help with matters affecting the National Security of the United States. The following statements are very telling:

1. "conducting effective covert action as directed by the President," and
2. "safeguarding the secrets that help keep our nation safe";

Should an advanced people from another planet be observing earth with unknown motives, would President Truman consider this fact a matter of National Security? If Truman thought this was a matter of National Security, would he instruct the CIA to handle such information in a “covert manner”?

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The word: "Covert" is defined by Merriam Webster as: "not openly shown, engaged in, or avowed." Whether or not Truman ordered secret plans for the UFO phenomenon's coverup, we will never know. However, the underlying premise for an Alien spacecraft crash-landing on US soil would be (in my opinion) a concern of national security. Let us assume the President and the CIA agreed that:

1. “People from other planets in advanced spacecraft not friendly to the United States would be considered a national security threat.
2. The national security threat in this situation would be defined as "the loss of faith in the government and its leaders to maintain order."
3. To maintain order and keep the nation at ease, Truman and the CIA would have to agree hiding such information from the people would be in the country's interest and require high levels of secrecy.
4. Protocols would be established and implemented to handle the flow of all information and recovered materials. These protocols look similar to the following:

1. Deny the UFO phenomenon exists in all public statements (e.g., newspapers, etc.);
2. All discussions of such crash retrievals or aerial engagement with such crafts would be held in strict secrecy;
3. All debris from UFO crash sites would be removed and stored in secure storage sites around the United States;
4. Assure maximum cooperation of all military personnel and other government agency participants with the loss of pensions, medical benefits, fines, and jail terms.

After all of these steps are put in motion, then the CIA would monitor the implemented plan.

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CIA informed of UFOs

From all information we know the CIA was well versed in the reality of UFO Aerial intrusions.

On October 7, 1948, during Project Sign (forerunner to Project Blue Book), Colonel H. H. McCoy, Intelligence Chief of the Air Material Command, sent a letter of admission to the Central Intelligence Agency. The document titled "Classified Secret" contained the following message:

“This headquarters is currently engaged in an intelligence investigation of all reported and verified aerial phenomenon. No concrete evidence as to the exact identity of any of the reported objects has been received. Similarly, the origin of the so-called flying discs remains obscure.”[cxlvi]

CIA Director looks into UFOs

This next CIA memorandum was most likely discussed with President Truman.

In 1952 General Walter Bedell Smith, Director of the CIA, in a memorandum to the National Security Council, stated: "The Central Intelligence Agency has reviewed the current situation concerning unidentified flying objects which have created extensive speculation in the press and have been the subject of concern to Government organizations.”

“Since 1947, approximately 2,000 official reports of sightings have been received, and of these, about 20% are as yet unexplained.”

"It is my view that this situation has possible implications for our national security which transcend the interests of a single service. A broader, coordinated effort should be initiated to develop a firm scientific understanding of the several phenomena which are involved in these reports." [cxlvii]

US and Foreign Intelligence Agency Leaders Meet

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Nowhere in the CIA released UFO files does it share that in July 1952, several evaluation teams of US Air Force and CIA representatives traveled abroad to discuss the UFO incursions with their foreign intelligence counterparts. If true, the material statements and findings during these CIA meetings are being withheld from the public.[cxlviii]

Protocol for discrediting witnesses

In 1954 the government produced a manual called SOM1-01, Majestic-12 Group Special Operations Manual "Extraterrestrial Entities and Technology, Recovery and Disposal," which provided valuable methods for the CIA and other Agencies to discredit witnesses. The manual shares three methods to debunk UFO cases:

1. Official Denial:

   "the most desirable response would be that nothing unusual has occurred. By saying that the government has no knowledge of the event, further investigation by the public press may be forestalled."

2. Discredit Witnesses:

   "if at all possible, witnesses will be held incommunicado until the extent other knowledge and involvement can be determined. Witnesses will be discouraged from talking about what they have seen, and intimidation may be necessary to ensure their cooperation. If witnesses have already contacted the press, it will be necessary to discredit their stories. This can be best done by the assertion that they have either misinterpreted natural events, or are the victims of hysteria or hallucinations, or are the perpetrators of hoaxes."

3. Deceptive Statements:

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> “it may become necessary to issue false statements to preserve the security of the site. Meteors, downed satellites, weather balloons, and military aircraft are all acceptable alternatives. However, in the case of the downed military aircraft statement, care should be exercised not to suggest that the aircraft might be experimental or secret. This might arouse more curiosity in both the American and the foreign press. Statements issued concerning contamination of the area due to toxic spills from trucks or railroad tankers can also serve to keep unauthorized or undesired personnel away from the area.[cxlix]

Misleading the Public
CIA states U2 spy planes misidentified as UFOs

On the CIA website, the agency declares that many of the UFO case sightings were caused by the U-2 spy plane. This statement by our Intelligence agency is very misleading.

U2 Spy Plane

UFO Rhode Island 1967

On August 1, 1955, the Lockheed U-2 spy plane was launched into existence. According to a 1998 Air Force document, the U-2 caused a spike in UFO reports by observers from 1955 to 1974 as it flew over Russia, China, Vietnam, and Cuba.

The U-2 spy plane had a large wingspan, and sunlight would bounce off its surface, causing a glint or flash in the blue sky. The U-2 flew at an altitude of 71,000 feet. Yet, many of the incredible UFO reports from the US, Europe, South America and Asia reveal the strange alien spaceships appear at altitudes between 0 feet (on the

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ground) up to 10,000 feet. Many of the cases were also reported prior to the existence of the U-2 spy plane.

Declassified UFO case files indicate the majority of these objects seen up-close or through binoculars had:

1. no wings;
2. no known propulsion;
3. were oval (egg), rectangular, triangular, or sphere-shaped in design;
4. emitted little or no sound;
5. were able to execute vertical take-offs;
6. glowed (or had many lights);
7. hovered; and
8. could reverse course without turning in mid-air.

The U2 spy plane's flight characteristics to those of UFOs above would not account for the majority of UFO sightings, as commented on the CIA website article. [cl]

A similar comment by the CIA regarding the U-2 and A-12 (1962 pre-SR-71) being mistaken as UFOs was mentioned on the History.com website.

The CIA stated these two planes might have represented over half of all UFO reports from the late 1950s to the 1960s. Again, the statement is misleading the public.

For one thing, I was unable to find any declassified USAF Blue Book UFO file that mentions the “U-2” (flown in 1954) or “SR-71” (flown in 1964) aircraft. Furthermore, most of the cases from the 1950s to the 1960s reveal, the objects reported were:

1. “self-illuminating” (glowed);
2. “round” (disc or sphere in shape);
3. "cigar-shaped deploying smaller disc or sphere-shaped craft";
4. “flying at low altitudes” (near the ground or up to 2,000 feet);
5. “emitted no sound” (no means of propulsion);

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6. “landing in fields”;
7. “did not have wings or a tail section”;
8. Some had unusual multicolored lights;
9. Some are hovering over oil/gas tanks, weapons storage, nuclear sites, schools, hospitals, police cars, etc.[cli]

Needless the say, the U-2 and the A-12 planes have nothing in common with the descriptions of the UFOs characteristics mentioned above or in Project Blue Book files, especially when the domed ships land in someone’s back yards. So why would the CIA fabricate such a story on their website? – National Security!

World Intelligence Leaders Meet

Four years after the World Intelligence leaders met in Europe in 1952 to discuss UFOs, it has been confirmed several additional meetings were held in 1956. This time the meetings included the heads of Intelligence Services of the USSR, Great Britain, United States of America, and France. The secret meetings were held in Geneva, Switzerland, to further discuss the UFO problem.

The meeting agendas were geared to develop plans to keep the UFO phenomena from the public. Tactics developed by the Intelligence Agency leaders included pressuring eyewitnesses, fabricating false explanations, and using media participation to slow the UFO information flow. [clii]

CIA tactics – removal of case material from file

In addition to the FBI, our own CIA became a collection point for domestic and international UFO cases. We learn this through other research organizations as well as the CIA website.

The following UFO case is not in Project Blue Book and remains classified. 'The APRO Bulletin' gives us the information on this case.

UFO descends over Holloman AFB: It was around 12:30 am on June 4, 1957, when civilian and military personnel observed a

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globe-shaped light approach Holloman Air Force Base. ‘The APRO Bulletin' informs us of the UFO:

1. came “from the direction of Sierra Blanca in the northwest”;
2. was “covered in a pale, blue-green color”;
3. was witnessed “for 10 to 15 minutes”;
4. “appeared to be conducting surveillance of Holloman Air Force Base”;
5. “stopped in midair, suspended itself (hung there) in the sky, and then proceeded to swing like a pendulum from side to side”;
6. “began moving forward and headed for White Sands”;
7. "then began a swift ascension and disappeared."

A U-2 spy plane? I doubt it. According to ‘The APRO Bulletin”, Mrs. Coral Lorenzen: “contacted the base to inquire of the sighting; however, the Public Information Officer would neither confirm nor deny the event took place.” Mrs. Coral Lorenzen confirmed through witnesses the CIA removed the UFO film from the labs at Holloman Air Force Base.

Former CIA director confirms secret.
Congressional meetings on UFOs

The former director of the CIA confirms Intelligence committee members of Congress hid the information from the public. In October 1957, a UPI story shared that former Central Intelligence Chief (Roscoe H. Hillenkoetter) reported: "Congressional super-secret hearings on "flying saucers" have never made their findings public." [cliii]

CIA ordered the debunking of all UFO stories:

On October 7, 1966, according to meteorologist and researcher Dr. James E. McDonald, CIA agent P.G. Strong signed the secrecy order to "Debunk all UFO reports." The main reason for

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debunking the reports was to diminish the widespread reports of their sightings that were "clogging up intelligence channels."

The signed order was found attached to the Robertson Panel Report located in the Project Blue Book files, which had been "classified." The Robertson Report was a CIA government-sponsored investigation of the UFO problem by a group of respected scientists.

According to McDonald, he was allowed to read the Robertson Report and see the order after it was declassified for him at Wright Patterson Air Force Base in Ohio. When he asked to make Xerox copies of the report, the Air Force asked the CIA who ordered it “classified” a second time.

Furthermore, in its debunking order, the CIA said civilian UFO organizations like 'APRO' should be kept under surveillance because "they might be subversive." McDonald speaking to students and members of the faculty, stated:

"There is quite strong evidence the UFOs are from outer space.” “I haven't the slightest idea where the UFOs come from. They don't fit any form that we know here on earth. The only thing that can fit the known evidence is that the UFOs are extraterrestrial.”

He said the sightings patterns suggest that the saucers if they are from some other planet, are here on peaceful reconnaissance missions. That would explain the "buzzing incidents, the hovering of UFOs over cars and trucks and flybys of aircraft," McDonald theorized. McDonald also shared:

"The US Air Force has stated 95 percent of the UFOs can be explained while 5% of the sightings defy logical explanation. Contrast this to McDonald saying the percentage of cases that defy explanation is closer to 50%." [cliv]

On October 21, 1966, speaking before the American Meteorological Society, Dr. James E McDonald, Professor of Meteorology at the University of Arizona, repeated his statement that the Central Intelligence Agency had ordered the Air Force to debunk UFO reports.

Furthermore, it was the US Air Force regulations that had made the release at the air-base level. Any information on military sightings must remain confidential, and any breach brings a

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punishment of fines up to $ 10,000 and imprisonment up to 10 years. We note, Dr. McDonald stated: "UFOs are probably extraterrestrial vehicles engaged in something of the nature of a reconnaissance operation." [clv]

CIA confiscates Blue Book pilot's UFO files

The CIA was so concerned about UFO material getting into the hands of the American Public that in July 1973, the CIA descended on the New York home of former US Air Force pilot Lieut. Colonel Charles H. Cook, to confiscate UFO case files and other related material he held in his possession.

The confiscation of materials took place on the day of the funeral for Lieut. Colonel Cook. To execute the confiscation, the CIA taped the house off for four hours and removed the material. Lieut. Colonel Charles Cook had been a former bluebook representative and came to understand many interceptor pilots believed their job was to chase off Russian planes invading US Airspace. However, when their planes were vectored to target location, the object in front of them was an alien vessel (UFO) and not a Russian plane.[clvi]

UFOs to be "classified" by order of CIA

In April 1976, in a teletype memo to Priority DCD / Headquarters from an unidentified DCD branch, a reference was made: "Source seeks guidance from CIA UFO experts as to material in his report that should remain classified." According to researchers' major portions of the document were blacked-out so readers would not gain access to what was being classified. This document proves the CIA involvement with the subject matter of the UFO phenomenon from 1947 up through 1976. [clvii]

A Lawsuit against CIA to declassify top-secret UFO files

In 1977 Mr. Henry Rothblatt, defense attorney for Watergate burglars, sued the CIA over the information being withheld on UFOs.

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According to this article, Mr. Rothblatt sued the CIA in a Brooklyn court on behalf of the research group "Ground Saucer Watch."

The claim for the desired information was based on the "CIA withholding vital facts since it started files on the saucer mystery in 1952".

According to Mr. Rothblatt, the judge refused to release the information because it would threaten "national security." Later portions of the information were released; however, most of the information was blacked out to the public.[clviii]

Comment: In 2020, over 40 years later, the CIA began releasing some of its UFO files; others remain classified. The released files to date do not appear to hold any significance to National Security concerns.

CIA official admits secrecy

In March 1979, Victor Marchetti, Special Assistant to the Executive Director of the CIA stated in a most profound way what we are dealing with when admitting there is a real extraterrestrial presence.

In essence, governments worldwide understand we are dealing with the perceived threat of global instability of the masses. Marchetti shared:

"We have, indeed, been contacted -- perhaps even visited – by extraterrestrial beings, and the US government, in collusion with the other national powers of the Earth, is determined to keep this information from the general public."

“The purpose of the international conspiracy is to maintain a workable stability among the nations of the world and for them, in turn, to retain institutional control over their respective populations.

Thus, for these governments to admit that there are beings from outer space with mentalities and technological capabilities far superior to ours, could, once fully perceived by the average person, erode the foundations of the earth's traditional power structure."

“Political and legal systems, religions, economic and social institutions could all soon become meaningless in the mind of the

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public. The national oligarchical establishments, even civilization as we now know it, could collapse into anarchy."

"Such extreme conclusions are not necessarily valid, but they probably accurately reflect the fears of the 'ruling classes' of the major nations, whose leaders (particularly those in the intelligence business) have always advocated excessive governmental secrecy as being necessary to preserve national security."[clix]

Furthermore, Marchetti wrote: "If it were to conclude that UFOs were not of terrestrial origin but, rather vehicles from outer space, the CIA and the US Government, would seek cooperation in the investigation from the earth's other technically advanced nations, such as the United Kingdom, France, Germany, and even the USSR. The CIA would function as the US government agent, just as the KGB would be the USSR's and MI6 would be the UK's.

Marchetti added: These agencies are quite accustomed to co-operating with each other on matters of mutual interest."[clx]

The coverup by the NSA, CIA, and FBI

On December 1, 1981, an article by UFO historian Lawrence Anthony Fawcett in 'The Hartford Courant' discusses secrecy around the UFO phenomena. The article written by Cliff Schechtman continues for two pages describing the belief system and efforts conducted by Mr. Fawcett on searching for the truth behind the coverup by the NSA, CIA, and FBI regarding UFO evidence.

This article explains how Mr. Fawcett just returned from Washington DC, where he was suing the agencies to obtain an additional 135 documents proving the case.

In what follows is the publication in 1984 "Clear Intent, The Government Coverup Of The UFO Experience." Co-authored with Barry J. Greenwood, the book is considered one of the best in revealing top-secret documents found through the Freedom of Information Act. The writing and information are exceptional, along with the lines of the person who wrote the foreword, none other than Dr. J. Allen Hynek. [clxi]

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Chapter 5: Police, Law Enforcement watch UFOs

UFO over field, Artist Yurly Mazur, [clxii]

Highway Patrolmen See 'UFO' Near Aloe Field

March 25, 1966, The Victoria Advocate, Victoria, Texas

As with all other public and military witnesses to UFO incidents, there is evidence to suggest, police forces around the globe came under pressure to keep UFO cases private.

Police officials were encouraged to report but remain silent on such matters. Some officers felt pressured to remain silent or face rejection and humiliation from fellow officers in the US. Where officers went public, careers were ruined, being labeled "crazy" and, in some cases, divorced from their spouse.

In the US, we found evidence several Police departments came under direct orders to keep the information of such encounters from the public. In several cases, we uncovered stories of Police logs and official reports being removed, denied, or classified for national security concerns.

In my first book, ‘UFOs IN US AIRSPACE,’ and subsequent books, I dedicate an entire chapter to police chasing UFOs.

If interested in police stories, I would direct you to ‘PRUFOS,’ a Police Database with hundreds of Police cases organized by Retired Detective Constable Gary Heseltine.

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Detective Heseltine is today considered the leading authority on UFO and Police encounters worldwide. He recently testified before six former Congress members and congresswomen about Police and UFO cases in the UK.

This testimony was given during the last week of April 2013 at the National Press Club in Washington, DC, with other witnesses to UFO events worldwide. This public presentation of extensive UFO testimony was called "The Citizen Hearing."

Police officers have witnessed UFOs since the 1940s. In many cases, they have also been called by other witnesses confirming the landing imprints of discs in fields (e.g., depressions" and broken branches high in trees).

Officer in New Jersey

On July 6, 1947, Patrolman Frederick Schlauch of the Elizabeth police force reported seeing a UFO after going off duty at 5:00 pm at Elizabeth, New Jersey. Schlauch had just finished changing a tire on his car when he saw two shiny objects moving erratically through the sky. Schlauch said that the objects "resembled chrome dinner plates" and were "diving in a fluttery fashion, like pursuit planes."

The two discs, traveled in a northeasterly direction toward New York City, at an estimated speed of 400 miles an hour. Schlauch asserted, the objects were not planes.[clxiii]

Update on the case: Patrolman Frederick Schlauch witnessed two discs over Elizabeth, New Jersey. He had just taken his car to get the brakes fixed. While lying on his back, he reached up and gripped the rear bumper of his car with both hands to pull himself out from under the car. As he did so, he looked into the sky and said;

"I saw two discs moving horizontally through the air in a northeasterly direction, say about 400 miles an hour. They didn't seem to be completely round. They were very glossy, very shiny. They were slightly cocked and were flying the same distance apart.'

Officer Schlauch continues, "The best way I can describe them is to say that they looked the same as if you spun the chromium

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hubcap of a car through the air. You could see the reflection of the sun on them."

"I'm the only one who saw them in daylight. I notice from the papers that everyone else saw them at night. I guess I saw them flying for about a minute. Then, they disappeared behind a high cloud layer. I said to myself, 'There's those flying saucers."

"Now, I'd only read the headlines about the saucers, but I didn't give it any thought because it didn't interest me. I had a faint idea that people saw things.'"

"Patrolman Schlauch didn't say anything about the flying saucers until the next day when he went on duty with Joseph McDonald, his partner in a radio car.

After McDonald had heard the story, he said, 'Why don't you tell O'Hara?' (James O'Hara is the police reporter for the "Elizabeth Journal".) "No,' Schlauch said, "I don't want any publicity. People will think I'm crazy or something."[clxiv]

Air Police spot a UFO

Three years later, on March 11, 1950, at 1:00 am, Air Provost Marshall Major William J. Haynor of the 3024th Air Police Squadron reported a UFO at Holloman Air Force Base, New Mexico. A spot UFO intelligence report was conducted on April 14, 1950, about the Unidentified Aerial Object just southwest of Holloman.

The UFO was seen for five minutes and changed from light orange to blood red to amber and then to green. The shape was like a ping-pong ball (round). The round UFO traveled in a straight flight and was very brilliant. No other lights were seen in the sky at the time. The sighting report was sent to the Directorate of Intelligence at the Office of Special Investigations.[clxv]

TYPICAL SPHERE SHAPED UFO

CONSIDERED A SURVELLIANCE DEVICE

Update on the Case: In the Air Force Project Blue Book files, a photo was taken of this round white object around 8:00 am. For this

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particular file, the photo was not in the report. However, I found the picture of the said object in an unmarked file with hardly any information.

The unidentified craft appears to be a ball-shaped UFO. In this file, however, it mentioned Major Haynor, Colonel Haynes, and five others were visiting Vaughn, New Mexico, to determine whether Askania instruments should be moved to the Vaughn area from Holloman AFB. The Askania instruments assisted observers in capturing frequency spectrums and spectrum grating on Mitchell cameras. It appears Vaughn was continuing to have UFO sightings. [clxvi]

Police report three large 150 diameter discs.

On April 19, 1950, Police officers B. Morton and D. Nielsen were driving on Highway 99 outside Calexico, California, in their patrol car around 3:00 am when they spotted three large UFOs. According to the officers, the UFOs were about 150 feet in diameter.

Moving slowly and silently, the UFOs emerged out of the mist in the west at about a 2,000-foot altitude flying in formation. One UFO exhibited no lights, while the other two were well lit.

The lawmen noticed that the objects were "crabbing and skidding" as they moved through the air. The strange aerial intruders circumnavigated Calexico several times and then took a wider track and circled the whole valley.

Officer Nielson was puzzled at the absence of flame and noise and could only surmise that the weird aero forms had no connection with the local Naval Air Station, so the objects must have been some of the famous flying saucers.[clxvii]

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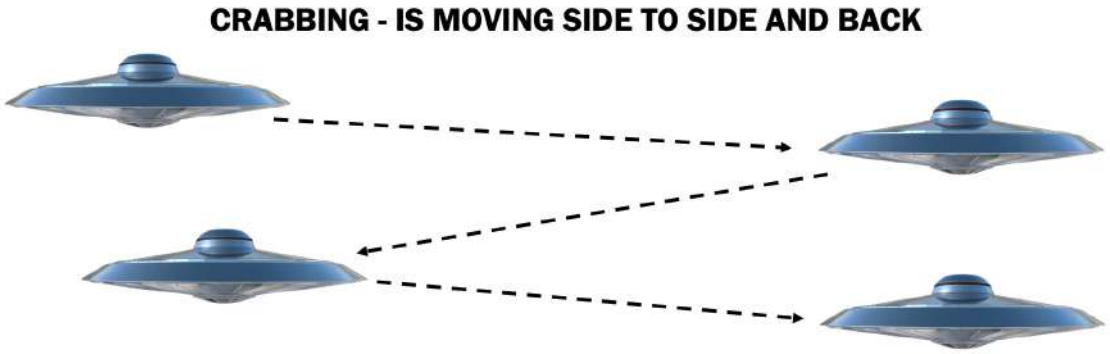

Egg-Shaped UFO

On September 29, 1952, at 5:30 pm Captain Duremaine, Commanding Officer of the French Sea Police, happened to be watching the sky from his home when he witnessed an egg-shaped object.

The UFO (egg-craft) was glowing all over except a black area on its side. The object approached on a straight course, eventually moving directly overhead and leaving behind a white vapor trail.

"The Captain, an 18-year-old veteran of the navy, insisted that the object was not a meteor, and although he heard a low hum, no wings could be seen as the UFO passed overhead. The military investigator that questioned the French officer wrote in his report: "The Captain appeared to be very intelligent and very reliable, and it is believed that his story is quite true." [clxviii]

Police in Germany

On August 6, 1954, between 9:45 and 11:15 pm, many police officers observed UFOs over Darmstadt, Germany. Newspaper 'Bild Zeitung' shared the following interview with an officer on duty at Darmstadt police headquarters:

"In the yard of headquarters, I saw many of my fellow-officers look intently at the sky. Three glowing, yellow-red objects circled there at about 6,000 meters altitude. No external noise was heard coming from the UFOs. We felt as if watching an aerial battle."

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On duty on the Bismarck Tower, Lorenz Schneider relates: "All three flying objects were like airplanes. However, they changed their directions so suddenly as no known type of aircraft can."

The newspaper ‘Bild Zeitung’ tells us: "Since May 1953, this is the tenth time saucers were sighted over Darmstadt. Twenty-four hours earlier, saucers were observed in North Germany.” [clxix]

A Cigar-ship in Israel

On October 18, 1954, around 11:35 am, police in Jerusalem reported a UFO. According to the press, the report said: "Jerusalem police also have a report of a bright brown object like 'a flying house' that floated over Mahane Yehuda. Eyewitnesses claimed that it came from Ramallah's direction, went by at the height of about a hundred meters. It disappeared rapidly over the horizon."

The ‘Jerusalem Post’ shared: “several residents here reported having seen 'a flying cigar' just before noon today, and one of the eyewitnesses, an engineer, had sketched the object.”

"Mrs. Pearl Mitzchia shouted to her neighbors at this morning to watch a gleaming object, shaped like a cigar, in the sky. She described it as emitting smoke from its rear. The UFO circled above the city, gaining speed and finally disappearing over the ancient fortress."

“Confirmation of her story came from several persons, including the engineer who said that the cigar cruised above the city for two minutes.” [clxx]

French Police notice UFO Landing

On October 18, 1954, at 5:30 pm, a village policeman named Monsieur Bachelard was driving a light truck on his way to Gelles' town when he spotted a strange, smooth-surfaced object shaped like a fat cigar resting on the ground a few meters from the roadway.

At the same time, M. Bachelard experienced some trouble with his vehicle, the truck refusing to go faster than 20 miles per hour. Also, he felt an odd physical sensation of being semi-paralyzed. An

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account of the incident reveals: “the next thing he knows is that he is at Coheix, without knowing how or why."[clxxi]

Later, although it was a fact that M. Bachelard was not a timid person or of a nervous nature, he: "... was afraid to go out at night for several weeks afterward, and especially afraid of going near the scene of his sighting."[clxxii]

Venezuelan Police

On December 7, 1954, police report UFOs were flying in every formation imaginable over Caracas, Venezuela. A news source adds: “the bright objects flew in a formation toward the Avila mountains, and also in the environs of La Carlota Airdrome.”

"At Altamira, a police patrol car with its three officers noticed the phenomenon. The patrolmen, Sgt. Tolosa, officer Delfin Sayaago, and Apolinar Sanches started in the direction of the Avila mountains; they spotted six bright dots (the size of a gold dollar) flying at great speed in an almost correct formation."

One of the policemen said, “We saw them get higher and higher, and vanish eventually in the distance, unexplainable.' The crew of the patrol car added, 'Afterwards, the supposed saucers appeared again, this time going southwest, in the direction of La Carlota Airdrome, and disappeared towards the distant horizon.”

“Mr. Heman Villamizar, Secretary of the Patrol Car Service, as well as other functionaries of the Chacao Police Precinct, had also observed the phenomenon.”[clxxiii]

UFOs hover over Marine Base Blimp Hanger.

On February 10, 1956, several Cosa Mesa, California policeman reported two UFOs hovering over the Marine Air Facility's Blimp hanger during the morning hours. The ‘Santa Ana Register’ said the following:

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"A pair of patrolling Cosa Mesa policemen saw two large flame-colored disks hovering over the blimp hangar at the Marine Air Facility early this morning."

"Officer Glen E. Walker and Elgin Povin said they sighted the orange streak while patrolling the area near Placentia and Wilson Streets."

"They first thought the objects were the result of an explosion on the military base and radioed for verification of the sighting."

Officer Walker shared: "I first saw them above the red night lights of the hanger, one slightly higher than the other. The lower light was in a staggered position. They both disappeared quickly."

"The officers said they heard an airplane flying over shortly after the disappearance of the disks."[clxxiv]

Close Encounters of the 3rd Kind
Sheriff Weir Clem and the cigar-shaped UFO chase.

On November 6, 1957, Sheriff Clem investigated an auto accident on a country road outside Levelland, Texas. Shortly after attending the accident, he spotted a couple of bright red flashing lights in the middle of the road some distance ahead when he was driving back to town.

Sheriff Clem's first impression was that another wreck had occurred, and emergency vehicles were giving assistance. As he approached the "wreck," the red lights moved away. Clem believed an ambulance was racing to the hospital. Sheriff Clem drove past the point on the road where he assumed the "wreck" had taken place, but he saw no trace of any car crash.

He then noticed that the "ambulance" was moving mighty fast, even for an emergency vehicle. The highway was straight for ten miles, and try as he may, Clem failed to gain on the flashing red lights. Finally, Clem and the "ambulance" approached a curve in the road.

To the Sheriff's utter astonishment, instead of the red lights taking the curve – they continued going straight! The lights lifted a little into the sky and then set down in a pasture.

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By this time, Clem knew he wasn't following an ambulance. Up to then, he had not gotten close enough to see any shape - only red lights.

The Sheriff pulled off onto a side road to get near to where the "object" had landed. He was able to get close enough to see some detail. The "thing" (UFO) was: "a solid object, more or less cigar-shaped with very bright red lights on it."

As Sheriff Clem approached the craft, the UFO rose in the air, climbing straight up. Sometime afterward, apparently, as Clem backed off, the UFO dropped down to the pasture, its lights casting a bright glow over the immediate area.

There is no mention by Clem how this incident ended. One assumes either he or the thing left soon afterward without any significance taking place. Clem does mention that he paid a visit to the nearest farmhouse and made inquiries. The farm family in residence had not noticed anything, but the people did say something similar had been reported a year earlier. We have no more details. [clxxv]

UFOs lands at Fort Hood
Military MP's and City Police confirm sightings.

On November 7, 1957, the Killeen paper reported: "Probably the largest group to observe the objects here was near Fort Hood Reservation, Texas."

"City Patrolmen Leo Berman, Bobby Nobles, and Homer Cunningham, at the Waco Highway patrol office's request, had gone to the area to look for the reported object." Also, there was Highway Patrolman Weldon Elliott and Pvt. Carroll E. Scott, Pvt. Robert Fesse, all of the 720th MPs at Fort Hood.

"Also, several servicemen and civilians were gathered in the area near the Fort Hood airfield to observe the strange lights." The best Fort Hood press report we know of took place later in the evening.

"Two Fort Hood military police said they got within about 300 yards of it' about 10:30 pm. They said they spotted the strange craft

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'hovering about 100 feet above the Fort Hood military reservation.' They said they got within about 300 yards of it. Then it went.'"

Another detailed report stated during this week: "a luminous object that appeared to be twice the size of a house landed near Fort Hood." A policeman first reported the landing then calls from other people began to come in.

Tanks from Fort Hood were sent out to investigate the object; as they approached it, the diesel motors stalled. Then the tanks became unbearably hot, and the soldiers climbed out and ran from the object. Finally, the thing ascended and vanished in the night sky.

No report of this incident got further than Fort Hood, so it was never mentioned in the local newspapers. [clxxvi]

UFOs over the Ocean in New Jersey

On March 27, 1958, around 4:45 am, the Seaside Park and Dover Township police reported a UFO over the ocean early Saturday and Sunday morning at Seaside Park, New Jersey.

Officer John Castor of the Seaside Park police first saw the object, oval in shape, glowing with a whitish light and about ten times as bright as a star, moving in a generally southerly direction as he patrolled the oceanfront.

Castor said the object was at an angle of 60 degrees (tilted) and moving at high speed, and its light was so bright it reflected off the ocean. Castor hurried back to headquarters and informed Officer Frank Brown, but it was gone by the time they ran outside. The officers then contacted the Coast Guard and were advised to contact McGuire Air Force Base if the object was sighted again.

Word spread, and other officers reported seeing the UFO. The next morning (Sunday), three police officers waited at the same place and same time. Sure enough, it came back, and Officers Jesse Anderson, Frank Smith, and Sam Brethwaite of Dover and Seaside heights confirmed the object. The object appeared at the same height, the same speed, and position as before. The Air Force was contacted for a complete report.[clxxvii]

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Update on the case: According to the Air Force files, the object was "elliptical" and the size of a grapefruit at arms-length and approximately two times as long. The observers witnessed a white to yellow light reflecting on the water. The object flew over the water to land. The following observers were identified and interviewed: Patrolmen: J. Castor; Anderson; Lee; S. Breathweight.

A teletype message went to the Commanders at 26th ADIV; Air Technology Intelligence Center (WPAFB-OH); Assistant Chief of Staff Intelligence HW UDAF (Washington-DC); Office of Infor Services HQ USAF); Commander EADF and the Commander NY AIR DEF Sector.

The Air Force classified this case as: "insufficient data for evaluation." The Project 10073 record card shows "civilian" as the source of the reported event.[clxxviii]

In Brazil

On June 5, 1961, around 2:30 am-5:30 am, Patrolmen Jaime de Miranda and Astrogildo de Medeiros were called to the UFO sighting on the Anchieta Highway about 48 kilometers from Santos in the state of Sao Paulo, Brazil.

“When the two officers arrived at that location, they found about 20 cars stopped along the road. The occupants were standing on the side of the road watching a glowing disk-shaped object which was maneuvering in the area.”

“The patrolmen attempted to signal the object by projecting the white spotlight at it but got no results. Then they turned on the red light and focused it in the direction of the UFO. It suddenly began to move toward the cars at high speed and, afraid of a collision, the two patrolmen left the car and sought cover.”

“Marshal Jose Otavia Leite, who had answered the same alert call and driven in from Cubatao, drew his Winchester .44 and was about to shoot the UFO when other police stopped him.”

"After three hours, the object gradually began to lose its glow, and at 5:30 am, it was still visible through binoculars when it landed near a tree quite a distance from the road. As daybreak came, the

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UFO was no longer visible to the observers, and it was still on the ground out of sight." [clxxix]

Hawthorn Policemen confirm UFOs.

On September 24, 1962, around 4:08 am, nine people, including five Hawthorne police officers, reported a strange, multi-colored light in the sky over the Sam Braen quarry in Hawthorne, New Jersey.

George Della Penta, head of an independent news agency, and a group of people gathered at the quarry off Goffie Road for the express purpose of trying to spot the mysterious light.

Witnesses were Della Penta, Paul Paulino (a photographer), Patrolmen Jedney Welsh, Charles Kenyon, Steven Patoki, and Charles Maybey. Also present was Justin Colatarci, a guard at the quarry.

At 4:08 am, Delta Penta said the red light came in the sky, out of the northeast. He said the object, very distinct as seen through binoculars, was about 30 feet in length, about 1,000 feet in the air, and approximately two miles away.

According to Delta Penta, the object changed colors, from red to silver to green and red again. He said this transformation took about one minute.

Delta Penta said; the UFO traveled at about 100 miles an hour, and stopped nearly above them. He said that thousands of small red particles suddenly appeared, shot toward the red glowing object, and seemed to be absorbed by the object.

It remained above the ground for 20 minutes. Then the object moved out of sight toward the northwest. Delta Penta said his photographer took about 18 feet of color motion picture film of the colored object. [clxxx]

State Police report Egg craft was seen again.

On April 28, 1964 (Arizona), state Policeman Raul Arteche of the Mesilla Park barracks and four other state employees reported an

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object moving westward over the Port of Entry near Anthony in the early evening hours, Texas. The UFO was said to be similar to what officer Zamora reported at Socorro, New Mexico last Friday. [clxxxi]

Update on the case: Witnesses reported to the police that several people saw a round whitish object hovering then darting away in Anthony and Hobbs in the early evening. State Policeman Raul Arteche, who saw the UFO moving west over the Port of Entry near El Paso, said it resembled what Officer Zamora had described at Socorro. The town of Anthony is south of White Sands. [clxxxii]

Sheriff Department Officers
And a 200-foot-long triangular UFO.

From September 3-5, 1965, Chief Deputy Billy McCoy and Patrol Deputy Robert Goode of the Sheriff's Department of Brazoria County in Damon, Texas, reported seeing a strange craft.

Around 11:00 pm traveling on highway 36, two deputy sheriffs observed a very bright purple light on the horizon some five to six miles away from southwest of their position. After a few seconds, a smaller blue light appeared out of the larger purple light and traveled to the original purple light's right (object).

The two purple lights were both stationary at this point. The deputies then observed both objects traveling upwards at an angle of 5 to 10 degrees above the horizon. The deputies made attempts to get closer to the lights. After moving less than a mile down the road, the observers slowed down and observed the objects with binoculars.

It was then the objects started moving toward the deputy's position at a rapid speed. The UFO came up the pasture next to the highway about 150 feet off the highway and about 100 feet high.

The bulk of the object was visible and appeared "triangular" shaped with a bright purple light on the left end and the smaller, less bright blue light on the right end. The UFO had a “dark gray” color

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with no other distinguishing features. The object appeared to be 200 feet wide and 40 to 50 feet thick in the middle, tapering off toward both ends. There was no noise or kind of any trail.

The bright light illuminated the ground directly beneath it and the area in front of it, including the highway and the patrol car's interior. One observer stated he felt the heat that was emanating from the object.

As the observers headed back to Damon, they watched the objects from the rear window and watched them move off back to the original position they first saw them. After they got to their original position, the UFOs then "went straight up in the air and disappeared at 25 to 30 degrees above the horizon.

After leaving the area, the deputies returned to the scene and watched both lights again. After the blue light moved exactly like it did the first time and became stationary, the observers left the scene because they figured the object would start moving towards them again. The Air Force classified this case as "unidentified." [clxxxiii]

Update on Case 2: Around midnight, Chief Deputy Sheriff R.E. McCoy and Deputy Bob Goode say they saw the object around midnight Friday in northwest Brazoria County, about 50 miles southwest of Houston. They said the UFO skimmed over the prairie toward their patrol car, veered away, and then zoomed out of sight. It was about 50 feet thick and had pulsating lights at either end. McCoy said; "I have always been a skeptic about these things till it happened to me, and I'm not a skeptic anymore."[clxxxiv]

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African Police

On September 15, 1965, around midnight, two policemen, John Lockem and Koos de Klerk were on a patrol when they came across a UFO on the Pretoria-Bronkhorstspruit Road, South Africa. According to their report, their cruiser headlights illuminated a disk 10 meters in diameter. The UFO was copper-colored and was resting on the road. Ten seconds later, it took off at high speed. The tar on the road kept burning for some time.[clxxxv]

In Maine

This next event is personal to me, as I met one of the officers who relayed this event to a group of us during a meeting in Connecticut at a MUFON event in 2011. On February 11, 1966, at approximately 11:55 pm, a twenty-foot diameter disc with a dome appeared over a police car near Skowhegan, Maine.

The officers were Skowhegan Policemen Robert E. Barnes and Everett Laporte. A NICAP article pointed out the UFO was being tracked on radar at Dow Air Force Base, Bangor.

The Federal Aviation Station at Augusta also tracked it. Radar confirmed the object was making "tight turns at low altitude." Later the Air Force tried to go back on their story and mentioned "some ground clutter" caused the blips. The police officers noticed the following characteristics of the UFO:

- It was "quickly visible; it had a glowing orange color";
- It “slowed down and hovered above the town”;
- It “made a few maneuvers over the city”;
- It “finally sped up and disappeared.”

The police officers said they were scared that evening. “As the object descended over our vehicle, we first thought it was a hubcap, but as it dropped, it got bigger. We thought it was going to crush our patrol car; we jumped out, it stopped midair, hovering approximately 4 feet off the ground in front of our patrol car.”

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“It then began to move off to our left, up over trees out of our line of view. Part of the object was rotating (the top portion). At one point, it looked like there was a doorway that was on the side of the craft as it rotated. As it stopped and hovered, it was of a darker color, almost opaque gray.” [clxxxvi]

The officer shared with us (in this 2011 meeting), “back when we were fearful of sharing this information, someone would call you nuts and take away your pension. We remained quiet until now.”

Richmond Police chase 100-foot-long UFO

At about 3:30 am on June 24, 1966, Patrolman William L. Stevens of the Richmond, Virginia police force spotted and chased an unconventional aerial object from Richmond, in Henrico County, Virginia, into Hanover County, to the north.

At that time, Stevens was proceeding north on Meadow bridge Road at E. Ladies Mile Road when he noticed "some very red and strange greenish and yellowish lights" in the sky hovering 300 feet above the ground near the fairgrounds.

Stevens notified the Radio Dispatcher, C. G. Koegler, and started toward the lights. As he approached the intersection of E. Laburnum Avenue and Meadow bridge Road, he saw a strange-looking object in the air. It appeared to be about the size of "a large zeppelin."

The zeppelin (cigar-ship) looking UFO had green and yellow lights around the entire outside. Stevens estimated its actual size as between 100-125 feet long, and its color appeared to be a "dirty gray."

Stevens reported that a sort of mist or steam encircled the entire object. He turned on his emergency lights and tried to catch the UFO, but the faster he went, he said, the faster the craft kept moving steadily in front of him.

The officer shared, "I followed the object well into Hanover County," he said, and it then began to gain on him and disappeared eventually. At no time did it make any sound, and Stevens later told newsmen that the object seemed to be playing "tag" with his cruiser.

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In an interview with newsmen later, Stevens said that the object stayed, continually" about two blocks in front of his police unit- no matter what speed he was traveling and the turns he made. He said it appeared to be at about 300 feet altitude.

The chase occurred on the Richmond-Henrico Turnpike, and the object began pulling away from him after he crossed the Chickahominy River in Hanover County. A check with Byrd Field reveals that the object had not been picked up on the radar, probably due to its low altitude.[clxxxvii]

Update on the case: As Stevens approached, the craft's lights appeared to be affixed to a large, dirigible-shaped craft. The object was a dull gray or white color. A Richmond engineer investigating the case for NICAP said the officer reported the craft sped up and pulled away as his police cruiser approached.

Officer Stevens pursued the UFO into Henrico County and radioed the Sherriff's office. The UFO then speeded up. Stevens chased the object while attaining 110 miles per hour.

The UFO then disappeared. Richmond newsman Bill Sauder confirmed a sighting by two Henrico police officers 40 minutes after Stevens sighting. When interviewed, Officer Stevens admitted he was shaken. He also said he has been a strong skeptic but now "seeing is believing."[clxxxviii]

Police Officers report a UFO.

On August 1, 1966, around 12:30 am, Prince George's County Police see a UFO hovering over Lanham, Maryland.

Citizens began calling the Police department about the UFO hovering overhead. Officer Frankie L. Dowling, arriving in his patrol car, saw a UFO with red, green, and white pulsating lights.

The UFO began a series of maneuvers, descending almost to the ground, then swiftly headed east. Dowling went after it at 80 miles per hour, but it took off "like a shot," he said. "'It was faster than a jet."

The UFO was also seen by Officer William L. Smith, who answered a radio call from Dowling.

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"A shaft of light or something very brilliant came from underneath the craft," Smith reported. 'It went fast toward the ground."

Dowling also saw the strange beam, which appeared to combine the red, white, and green lights seen on the UFO's body. Meantime, radio reports from other officers were pouring into the Prince Georges County Police Station. Dispatcher Michael Honsher said later that most of them described the same type of object seen by Dowling and Smith.

"Car 41 in Bowie had a good look at it, 'said Honsher. "It passed him going in the opposite direction and out sped him when he turned to chase it. He said this was nothing you could catch with a patrol car."

Another Prince Georges County officer, Corporal Lee Carpenter, said a while-glowing UFO went across the sky "hell-bent for Election."

Officer E. D. Beall of the Seat Pleasant station and a U.S. Park Police patrolman also saw the objects, as did witnesses from Annapolis, Maryland., to Fairfax, Virginia.

One report to NICAP came from John Rupprecht, Maryland State Police dispatcher at College Park. Rupprecht said that he and another dispatcher, Mrs. Sue Crawford, saw what they thought was the same UFO about their station.

Rupprecht also disclosed he had phoned Andrews Air Force Base and was told that a control-tower operator at the base had seen a fast-moving lighted object. Rupprecht was also told that the tower could not track the object on radar, but Dispatcher Honsher indicated the Air Force statement was untrue. He later learned that Andrews did have a UFO on its radar but would not admit it officially.

A remarkable sighting that occurred about 11:00 pm on August 1 was reported to NICAP by Dr. Vasil Uzunoglu, a physician and electrical engineer, a consultant to an electronics research company in Annapolis.

Dr. Uzunoglu was driving on the Capital Beltway in Prince Georges County, Maryland., when he first saw the UFO it was visible as two red lights with a green one in the center, at an estimated

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altitude of 18-20,000 feet. According to the scientist, the object suddenly moved east at tremendous speed to about 4,000 miles per hour.

At this point, Dr. Uzunoglu lost sight of the UFO. It had descended steeply, for when he saw it again, it was hovering above a house some 200 feet from the Beltway. At this close range, the electronics expert could see four red lights and a large yellow light on the lower part, either rotating or blinking.

Dr. Uzunoglu started to halt his car, then decided not to stop. When he looked back, the UFO was moving south at high speed.

Considerably shaken by this experience, the physicist reported the sighting to Andrews AFB. But when NICAP asked Air Force HQ about the incident, a UFO spokesman said it had not been logged at Andrews.[clxxxix]

Three unknown objects

In September 1966, Deputy Sheriff Ed Korenek recently related his UFO experience at the Wharton County Court House because his account was forwarded to federal authorities. Korenek mentioned his incident was back in September of 1966 in El Campo. He shared:

“I was the only one on duty except for the police dispatcher, Clarence Kibodeaux. At about 3:30 or 4:00 am, I was northbound on Highway 71, doing about 120 miles per hour to blow the soot out of the patrol car engine when I saw something on the highway north of me like a car on fire.”

"All of a sudden, there was something by the side of my car doing 120 mph along with me. I jerked my head to the left, and it was like a car on fire, all flames and moving. At that speed, I didn't dare look long."

“I jerked my eyes back to the road, and there was another UFO on the highway ahead of my signal lights about a half a mile. This one was about three stories tall and glowing in flames.”

“I couldn't see any shape. I started hitting my brakes and grabbed for the radio mic, but my radio was dead. I looked left to spot

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Thornton Airport, and there was another one hovering over the field."

"I gave the car the gas, heading right toward it. Then it began a sliding motion toward the east, drifted off the highway real slow, and sucked its flame up behind it. That's the last I saw of it. I looked back at the airport, and the other one was gone. My radio came back on as I turned the car around."

"I told Clarence on the radio that I saw something in the field, but I didn't tell him what. He wouldn't have believed me - I don't think anyone will." Police dispatcher Clarence Kibodeaux confirmed the deputy's fright.

"I don't know what he saw, but he called me on the radio and said, 'you won't believe what I've just seen."

I asked him what it was and he said: "I don't know and I'm not going to try to find out. I'm getting the hell out."

Police Chief W. W. Broadus of El Campo confirmed Korenek's reliability. "He's a good man," Broadus said. "He worked for me for about two and a half years. I'd say that his judgment is reliable. If he tells you something, you can depend on it."[cxc]

Policeman talks with Aliens

On December 3, 1967, Police Sergeant Herbert Schirmer was on patrol when he witnessed a UFO with humanoids. The story comes from his testimony at a conference in Florida.

Police Sergeant Herbert Schirmer grew up the son of an Air Force Officer and moved worldwide with his father's career. He entered the navy, and after serving, he enlisted as a Police officer in Ashland, Nebraska.

While he was on night Patrol on December 3 in 1967, Officer Schirmer came into contact with human-looking people from a spacecraft.

Around 2:30 am, he witnessed red lights on the road ahead of his cruiser and assumed it was coming from a parked truck. But upon getting closer and placing his high beams on the object, he discovered it was a large football-shaped craft.

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Even in the dead of night, he could see the craft appeared aluminum (silver) in color and had windows. It was then his car came under some form of tracker beam that pulled his cruiser toward a ditch.

A green mist enveloped the patrol car, and soon he was taken aboard the spaceship by a human-looking being in some sort of special suit. In his presentation to the audience, Schirmer shared his encounter with this human-looking person from another planet. Schirmer said the human-looking being shared what they had in common and some differences.

Schirmer relayed the UFO pilot described reverse gravitic electro-propulsion drove the craft. To Schirmer, the alien was saying the ship had an "anti-gravity" propulsion system. During the tour, the alien man showed Schirmer how the ship could extract electricity from the local power station for their craft propulsion system.

After Schirmer toured the craft, he was placed back in his patrol car and watched the UFO gain altitude 6 to 8 feet and hover above the road at a slight tilt. He shared the UFO began to slowly ascend, making a siren kind of noise, and issuing a flame-like display from the underside. He was sticking his head out the window, Sgt. Schirmer watched the UFO pass nearly overhead. Then suddenly, it shot up and out of sight.

Schirmer then got out of the police car and inspected the surface of the road where the object had hovered so low to the ground with a flashlight in hand.[cxci]

In Spain

On August 28, 1968, around 7:30, retired policeman Pedro Aylsgad Galvez was coming from the fields at dusk when he saw a light as bright as the sun giving off many colors at Castille & Leon, Spain.

“The UFO, apparently somewhat larger than a truck tire, came lower and emitted a beam of light upwards, made a strange maneuver 500 meters away at the height of 300 meters. The UFO

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swooping over the countryside shot a beam of light, which hit Pedro, blinding him and causing his hair to stand on end.

As this happened, Pedro felt a strange "attractive force." The UFO then stabilized and descended, spinning and showing what looked like windows lit from the inside. The UFO then stopped spinning and landed 400 meters away."

Pedro could now see the UFO "was shaped like two deep plates, rim to rim, with four long windows and four smaller ones on top. Three small objects were thrown to the ground from the UFOs center, re-entering it a minute later."

The object then rose, projected a powerful beam of light upwards, and flew away in seconds. No traces were found. Other witnesses confirmed officer Pedro Aylsgad Galvez's claim, including a priest.[cxcii]

In Bolivia

On May 29, June 16, and June 19, 1968, Police in Bolivia reported a round sphere bathed in a bluish light landed and left behind a strange odor. The officers noticed the surrounding grass and shrubs were burned. German Rocha, Chief of the Provincial Police, and Police Major Niceforo Leon were both witnesses.

On June 19, a man named Romulo Velasco watched a bright object land, and a tall slim human being emerged from the ship. This alien man approached Velasco to communicate with him. However, it was reported the witness fainted. [cxciii]

Back in England

On August 16, 1971, around 2:30 am, police responded to a call about a UFO suspended over a resident's garage in Aldrich, Staffordshire, England. The responding officer's signed statement reveals:

"The constabulary (police) station received a phone call at 2:30 am that an unidentified object was hovering over a garage. Constable

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Leslie G. Leek and Constable Ian Barnes responded, arriving in time to see the object."

"They took 12 photographs of the object (bright luminous, shape undefined) as it slowly ascended. When the object leveled off and began moving away toward the east, Leek, Barnes, and other police officers followed it but gave up the chase as it moved off in the distance, later turning toward the southwest."[cxciv]

"The official police report includes attached statements from eight eyewitnesses, some of which contradict the possibility of an astronomical explanation."

The Constable and other officers were able to drive directly underneath and beyond the UFO at times and saw the object move from one side of the road to the other."

Police shoot at UFO in South Africa.

On June 28, 1972, around 8:00 am a farmer and policeman in Fort Beaufort, South Africa, shot at an oval-shaped UFO. According to the local papers, a UFO with lights attempted to land.

During the sighting, the local farmer and police, using their weapons, shot at the strange object. One news account stated there appeared to be a cover-up as police ordered a blackout of information.

After shooting at the UFO, the object reportedly retaliated by firing a beam on a nearby brick reservoir, destroying it. According to the farmer, he saw the object again on July 8 when two further explosions rocked his farm. Kenneth Whiting of the Associated Press pointed out many interesting facts of the event.

According to the report: "The police insist they had every right to shoot at it." The observers revealed: "It seemed to glow red in the bush, and as I watched it turn colors from bright red to dark green to whitish-yellow." When other police officers arrived, they approached the craft and tried to herd the UFO from the bush, but it veered away into trees.

They observed a star-like bump at the far end of the oval-shaped craft. The UFO remained hovering, emitting a humming

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sound for four hours while 15 shots were fired as close as eight yards.

The UFO was 3 feet wide and 6 feet long. The object then left the vicinity, crashing noisily through the undergrowth.

After the UFO incident, when asked why the officers used their weapons, the police Deputy Commissioner said: "I know of no law that forbids you to shoot at an invader from outer space."[cxcv]

Comment: The UFO, being small in this case may have been an unmanned reconnaissance vehicle.

A UFO over the Sheriff's car

On October 21, 1974, a UFO flew over a deputy sheriff's squad car in Western New York. According to the case, the deputy was driving along a deserted highway on his way back to headquarters in Warsaw, NY, when the incident occurred.

Even though the car's microphone was turned off, the ear-piercing sound was transmitted over the deputy's radio to headquarters 12 miles away. The dispatcher on duty at the station confirmed he heard the mystery noise over the speakers. The incident coincided with a UFO sighting by several other police officers in nearby Livingston County. One deputy described how the UFO played cat and mouse with him-- accelerating and slowing to match his patrol car's speed as he drove between 29 and 90 miles-per-hour. [cxcvi]

In Japan, Police report UFOs.

On July 16, 1976, at about 6:30 pm, seven staff members of the National Police Agency criminal investigation section (Tokyo, Japan) saw an unidentified object circle over the Imperial Palace, about 400 yards from the police building. The object circled at a low altitude for about 10 minutes, then flew out of sight.[cxcvii]

50 witnesses and police observe glowing Disc

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On August 12, 1976, at around 12:24 pm, fifty Middletown residents and the Police Department members observed a UFO above South Main Street, Middletown, Connecticut.

The object "hovered" for one hour. One police officer described it "as a dark object shaped like half of a vertical cucumber." The UFO parked over the Grand Union Store gave off a "silver glow." The UFO then slowly drifted off skyward and disappeared. One officer considered the UFO a possible leaf bag that had been inflated by kids and send aloft. [cxcviii]

Update on the case: The observer also confirmed she saw several smaller objects glide toward and apparently "enter" the larger UFO.

Three other Police officers using their radios called dispatch to confirm they also saw the object. The UFO appeared motionless for some time, except at times was noted to move up and down. The UFO then moved towards New York in a westerly direction. One officer stated the object exhibited red, green, blue, and white lights on and around the craft.

All officers agreed the UFO did not have aircraft navigation lights. The ‘Hartford Courant’ ran an update to this story. At 10:30 pm "Several persons, here and in New York State, including 15 members of the police department, saw a brilliant, flashing UFO pass over Danbury; it was green, white, and blue and sitting in the northeastern sky. The object moved in an erratic pattern. Patrolman Peter Winter took photos.[cxcix]

Russian (Soviet) Militia Police encounter two UFOs

On February 22, 1990, the newspaper ‘Rabochaya Tribuna’ shared that several Krasnoyarsk militia men witnessed two disc-shaped UFOs following their patrol car. The UFOs slowly followed above their patrol cars for three to four kilometers. As the patrol cars stopped at the village of Drokino, one of the saucers landed on a hill near their cars and shot yellow and red rays at them before flying away.[cc]

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A saucer chased police.

In May 1992, Haines City police Officer Luis Delgado reported a UFO as it paced his patrol car at 40 mph. Delgado reported that when he stopped to take a closer look, the engine, lights, and radios in his car all died. The UFO was 15 feet long, three 1/2 feet thick at the center, and glowing a strange green color. Delgado said the government and media are "covering up" detailed reports and evidence that earth is being visited regularly by humanoids from other parts of the galaxy.[cci]

Police helicopter pilots engage UFO.

In what may be an alien device monitoring earth, we have the following report. In March 1993, Officers Kenny Graham and Kenny Downs were in a police helicopter over General Electric Appliance Park responding to a potential fire when they saw a UFO.

As they circled the fire location, they realized what they were looking at was not a fire.

“Officer Downs shined his 1.3 million-candlepower spotlight on the object, which began to drift back and forth like a balloon as the light washed over it. Then it gradually floated up to the helicopter's elevation about 500 feet above the ground, where it hovered for a few seconds.”

Graham, an experienced pilot, said: "Then the UFO took off at speed I've never seen before." The object made two huge counter-clockwise loops and finally approached the helicopter's rear.

Graham, afraid the object would ram his tail rotor, pushed his speed above 100 mph. The UFO shot past them and instantly climbed hundreds of feet in the air. It descended again and flew close to the helicopter.

Graham tried to close the gap with the object, and it again flew away. As the UFO approached on a parallel course, the three fireballs burst out of its core. Scared, Graham banked away from the object.

“In the instant the pear-shaped object about the size of a basketball - literally flew circles around the helicopter, even though

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the fliers say they were moving at speeds approaching 100 mph. In one blinding moment when both crafts were hurtling toward each other, the UFO shot three baseball-size fireballs out of its middle, all three officers said. The fireballs fizzled into nothing."

Graham confirmed: "When we came back around, it was gone." When the two returned to their base, Graham called the control tower at Standiford Field to ask if their radar had spotted anything unusual. It had not. This UFO incident was confirmed by two other police officers on the ground.[ccii]

Police report UFO spheres near Border

On June 25, 1996, near the Lithuanian Border, two duty motor police patrol officers Jaunius Pozaera and Laimis Kraujalis, saw a UFO and placed the Vilnius Police on the alert.

According to the eyewitness, at 0300 hrs. (in the early morning), the village of Nemesis, 10 km from the capital, at an altitude of 20 to 30 meters above the ground, noticed a spherical object hanging and "pulsing," alternatively shrinking and expanding. At the same time, they heard what they described as a strange sound like an electric or electronic crackle.

Wanting to take a closer look at the UFO, the policeman moved toward it. When they advanced about 50 meters through the long grass, the police said, the sphere moved away, rose higher, and rapidly departed in the direction of Vilnius.

The police watched the UFO for about half an hour. On their arrival at the emergency scene, members of the Civil Defense Department, servicemen from the Special Forces, and Commissioners of the capital's police carefully studied the area. They measured the background radiation and tape-recorded a strange sound, which was still heard in the area after the UFO's disappearance.

The sniffer dogs did not discover anything suspicious and behaved quietly. But it was noted that the tall grass around the place over which the sphere had "hung" was flattened to a radius of 10 meters.

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Lithuanian scientists have not yet expressed an opinion on the presence of this UFO near Vilnius. Police Commissioner Valentinas Juchnevicius said in a radio interview that both officers who watched the shining object are psychologically healthy, normal people, not noted for crankiness.[cciii]

UFOs in Pakistan

In July 2000, two more UFOs were reported in Gagan, Thal, Khar, and Girdo-Rakhigaaj, Pakistan. The mystery of the unidentified flying objects seen by the locals is still unsolved. Authorities confirmed a light in the sky was seen in the area. Still, intelligence agencies and border military police had failed to identify and locate the flying object at Roughin, Bughalchur (uranium field), and cement factory area.[cciv]

Giant Triangle reported

On July 21, 2002, the 'El Diario de Ia Republica' reported at least 20 police officers from that Cordoba region saw a strange craft.

One of the officers reported his squad car ceased operating as the object drew closer, and the same happened to his cellphone and the police radio.

Once the craft moved away, the equipment began operating once more, even some which had been broken.

According to the officer, he was some 10 meters from the craft. He said that it had the shape of a triangle measuring approximately 200 meters along the side, with countless portholes through which a light similar to that of spotlights emerged, lighting the entire area. The police officer could see shadows of people behind the illuminated spaces, but those were not visible. [ccv]

Update on the event: Officer Guillermo Arias was on routine patrol through rural Chajan at 23:00 hours on Sunday, July 21, 2002, when he heard over the radio that his colleagues in arms over at Achiras were seeing lights in the sky. The lights were heading toward

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Chajan along Nat'l Route 8, which links the cities of Rio Cuarto in Cordoba with Villa Mercedes in San Luis Arias province.

“At the wheel of the police patrol van, Guillermo Arias managed to see a formation of 7 lights in the distance and decided to drive 10 kilometers along a rural dirt road. When he had covered said distance, he noticed, the engine of his vehicle sputtered and died, causing the police car to strike the edge of a guard rail.”

Simultaneously, “the lights on the van's dashboard began turning on and off randomly, the police radio went haywire, and its dial displayed the random shifting of the frequencies (channel codes). Simultaneously, the cabin became filled with an acrid odor, as though of burnt wiring, and the interior lights and stop indicator, which was broken, began lighting on and off.”

Seized by fear, Arias leaped from the van and walked away a few meters down the road, losing his cellphone in the escape.

The darkness was total when suddenly, “an immense light emerged from a field adjacent to the road as a triangular object rose majestically into the air. Now, (the officer's) condition went from fear to abject terror as he saw what he described as a real "floating city" some 200 meters long with a long row of windows (perhaps as many as 100).”

Arias claims having seen some type of human-like beings move behind them, which he defined as "non-human," and that many beams of light came out of the giant triangle, aimed at the ground. The event lasted 2 or 3 seconds, but Arias said "it felt like an eternity" to him.

“The UFO suddenly rose and sped away, vanishing behind the hills of a local field. Arias's statement indicates that while the object moved away, the entire sector was lit "as though it were daytime," since he could make out farms, fields, barbed wire fences, etc., and that the afterglow lasted another 20 minutes.”

“Recovering from his nervous condition, he returned to the patrol car and notified his comrades of the experience, receiving radio instruction that reinforcements were being sent. In the darkness, he heard the cell phone ring, and that is how he found it: his wife was trying to find him and his fellows.”

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He told her briefly about what had happened and sat down to wait for the expected assistance. Patrolman Barrios from Achiras was trying to keep him calm over the radio, while Sgt. Medina, who was the first to arrive on the scene, and Sgt. Cordoba was among the officers who reached the area to lend aid to their comrade in distress.

Meanwhile, other police elements radioed the incident to their superiors at Regional Unit 9 at Rio Cuarto. After learning the details, these superiors issued specific directions.

There was news coverage from Rio Cuarto Channel 13, LV-16 Radio Rio Cuarto, and numerous FM stations of this city interviewed COR members to learn further aspects of this spectacular incident. [ccvi]

A UFO encounter in England

On May 2, 2008, a Birmingham, England police helicopter had a near-miss with a UFO at 1,500 feet. A small device emitting blue-green lights came to within 300 feet and circled the helicopter before flying off.

The Airprox Board, which compiles testimonies of near-miss incidents, mentioned the pilot informed radar operators they saw nothing on their equipment, but "the intent may either have been sinister or just someone messing around." The British Model Flying Association ruled out miniature craft, gliders, kites, and balloons were ruled out. Note: the Americans had a similar occurrence with an Army Helicopter in Ohio, which is now on the record. [ccvii]

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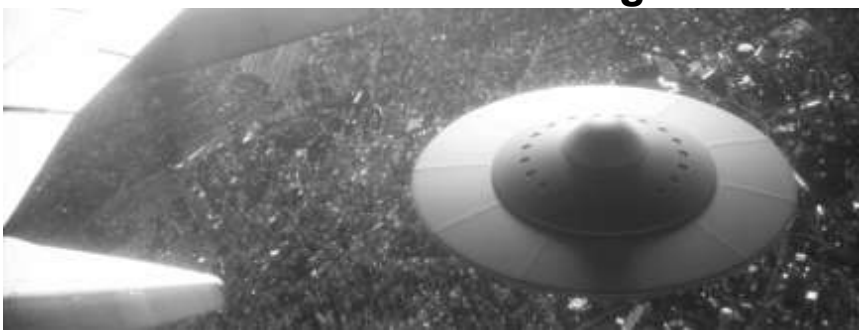
Chapter 6: The CIA knows UFOs Approach Passenger Planes



UFO near Passenger Plane (3D), by Ktdesign, [ccviii]

Disappear In Burst Of Speed

Airlines Pilot Tells Of Chase Of Weird Objects On Flight

July 6, 1947, Lubbock Avalanche Journal, Texas

For National Security reasons, the CIA did not release their files showing UFOs near passenger planes over the globe. Yet we have evidence today that CIA officials attended meetings, confiscated materials, and swore the attendees to secrecy.

In the example of Japanese Airlines flight 1628 over Alaska, CIA representatives confiscated all the FAA film and documentation from the investigative team. FAA Chief John Callahan went on the record to confirm that the CIA officials, Ronald Reagan's Scientific Team, and the FBI attended the meeting. Yet, the CIA swore everyone to secrecy and took the data for reasons of national security.

Without cases such as JAL 1628 being disclosed, it seems apparent the CIA continues to hold back valuable UFO case material from Congress and the people of the United States.

The United States has a long list of UFO cases involving near-miss events and midair collisions with commercial passenger and military planes.

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Our commercial airline pilots have averted disaster in many of these UFO encounters by executing radical movements upwards, downwards, or sideways.

In some cases, civilian passengers have been injured, requiring the plane to make an emergency landing. Some of these cases can be found in my book ‘UFOs IN US AIRSPACE.’

In 1953, after consultation with the United States Air Force, airline pilot organizations in the United States asked their pilots not to speak about their UFO encounters in public. Instead, they were told to report their UFO cases to the airline representatives, who then forwarded the aerial encounters to the US Air Force.

Unfortunately for most UFO researchers, these reports never made it to the US Air Force Project Blue Book files. Instead, the UFO incident reports were classified "top-secret" and remain so today despite some UFO encounters being over 70 years old. As mentioned earlier, none of the recently released CIA reports reveal commercial passenger plane encounters with alien ships.

Pan Am Flight to Hawaii encounter "Near Miss."

On September 13, 1947, word was flashed from the Air Sea Rescue Operations at the Hawaiian Sea Frontier Headquarters to the Navy Intelligence office of the 14th Naval District concerning an unusual incident on September 13, involving a Pan American airliner en route from Midway Island to Oahu, Hawaii.

On arrival in Hawaii, Lt. Commander H.A. Young questioned both the pilot and copilot to ascertain what had occurred. The pilots said their plane had been droning along uneventfully only a few miles out of Midway, flying at 3,000 feet and doing 205 knots. Things were so routine at this point; the airliner was put on automatic pilot. It was just after dusk, and an occasional towering cumulus cloud populated the sky.

The speck of Necker Island had just passed below when what was at first believed to be the lights of another aircraft appeared with exceptional brilliance. The light suddenly turned on an intercept course with the Pan American craft.

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As the UFO sped up, it divided into a pair of lights and took on an ominous crimson hue. The lights winked out abruptly, and nothing further happened. The pilots were alarmed at the UFO's high velocity, estimated to have been over 880 knots. In addition, they were baffled at the object's course change and level flight of what would ordinarily be shrugged off as a meteor.

Military interrogators repeatedly tried to get the pilots to say the horizontal flight path and veering motion were imaginary, but the aviators turned back these efforts. Since both flyers had exceptional service records, their testimony was finally accepted. Fleet Intelligence Office, Pacific Fleet, and A-2 of the 7th Air Force at Hickam Field were alerted. What further action was taken, if any, is not disclosed.[ccix]

Near Collision with Passenger plane

On January 31, 1949, an internal Memo (65-50300) from an FBI special agent to FBI Director Edgar Hoover revealed two events over the United States:

In the first UFO event, a near collision with an Eastern Airlines passenger plane and unconventional "rocket ship" traveling more than 2,700 miles per hour were reported to appropriate authorities.

The UFO had no wings and an unknown propulsion system but did appear to have observational "windows."

Next, the second UFO event was multiple air incursions over the Los Alamos, New Mexico atomic installations on December 5th, 6th, 7th, 8th, 11th, 13th, 14th, 20th, and 25th. These incursions were witnessed by civilian and military pilots, ground crews, and security inspectors.

The FBI letter reveals: "during the past two months, various sightings of unexplained phenomena have been reported in the vicinity of the AEC Installation at Los Alamos, New Mexico, where these phenomena now appear to be concentrated."

"During December 1948, on the 5th, 6th, 7th, 8th, 11th, 13th, 14th, 20th, and 28th, sightings of unexplained phenomena were made near Los Alamos by Special Agents of the Office of Special

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Investigations; Airline Pilots; Military Pilots; Los Alamos Security Inspectors; and private citizens."[ccx]

UFO approaches Passenger Plane

Over a year later, on April 27, 1950, around 8:25 pm, TWA flight 117 from Washington DC to Kansas City was near South Bend, St. Joseph County, Indiana, when it encountered a 50-foot disc.

Captain Robert Adickes and First Officer Robert F. Manning in a DC-3 observed a 20 to 50-foot disc pacing their plane for five minutes.

In a United Press release Captain Robert Adickes shared: "All my 19 passengers and other members of the crew watched this object". According to the Adickes, the object rose from a 5'oclock position and traveled alongside the starboard wing for 5 minutes at 2,000 feet.

He then said: “It appeared to be controlled by repulse radar. As I’d turn toward it, it would veer away keeping the same distance”. The next time he turned toward it, the object sped off at 400 miles per hour. The UFO then descended to 1,500 feet and took off. He believed the object was 10 percent as thick as its diameter.

Adickes said: “It wasn’t anything weird… after seeing one and knowing something about mechanical equipment and aerodynamics, I can understand there is something to these stories”.

Concerned about air travel safety, the Captain shared several statements:

> **Captain Adickes**: "I think they're dangerous flying around the airways"… "if one got out of control, it could cause an accident. This one we watched was under control, all right".
>
> **One Crewmember**: "If I hadn't seen it, I don't think I'd have believed the pilots."
>
> **Captain Adickes**: "I used to laugh at saucer stories - but not anymore."[ccxi]

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Update on the TWA UFO Case 1: Trans World Airlines Flight 117 pilot Captain Robert Adickes and First officer Robert F. Manning heading West en route to Chicago in a DC-3 at about 200 mph and 2,000 feet altitude witnessed a UFO near their plane. The UFO was off to their right near the rear of their plane. The UFO was a bright red disc-shaped object. The object left no trail, and was the angular size of an orange at 20 feet, rolling on edge and holding a parallel course to their plane.

Adickes and stewardess Gloria Henshaw were then called in to main cabin to watch the UFO. Standing nearby, peering out the plane's windows were at least 11 passengers, including Boeing engineers C. H. Jenkins and D. C. Bourland, executives E. J. Fitzgerald, and S. N. Miller. When the airliner was turned toward the object, the UFO veered off at 400 mph, dropping down to about 1,500 feet headed N (or NNW), presenting edge-on view, disappearing in a few minutes. [ccxii]

Update on the TWA UFO Case 2: According to Major Donald E. Keyhoe: "One carefully reported encounter, which I had personally investigated, was the dramatic incident near South Bend, on the night of April 27, 1950. Because of this check-up, I was able to get the passengers' stories as well as the crew's account":

At 8:25 pm, a Trans World Airlines DC-3 was droning westward over Goshen, Indiana. In the left-hand seat, handling the controls, was Captain Robert Adickes, a stocky ex-Navy pilot with ten years' service in TWA. Over on his right was Robert F. Manning, a four-stripe captain, who was acting as the first officer on this flight to Chicago.

The DC-3, Flight 117, was cruising at 2,000 feet when a strange red light below and behind the airliner suddenly caught Manning's eye. Moving swiftly, it climbed up on the right, overtaking the plane.

Puzzled, Manning watched it close in. This was no wingtip light - the red light was too bright. The DC-3 was cruising at 175 mph, but the mysterious object overtook it rapidly, the light steadily growing in size. It was now an orange-red color, like a round blob of hot metal sweeping through the night sky. Craning his neck, Manning looked

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down on a spherical shape which glowed brightly on top, it's lower half in shadow.

"Look over here," he said to Adickes. "What do you make of this?" Adickes stared down through the starboard window, then told Manning to crank it open to make sure it was not some freak reflection. The saucer was still visible, now almost at the airliner's level. Over the top, the pilots could see scattered ground lights, cars moving on a highway. Adickes hastily called Air Traffic Control, but ATC had no record of any craft near their ship.

"By this time, the saucer was parallel with the DC-3. As they watched, the UFO slowed down, keeping pace with the plane. To Adickes, it looked like a huge red wheel rolling down a road. He banked toward it, but the disc instantly slid away, keeping the same distance. Again, he tried, with the same result.

“Calling the hostess, Gloria Hinshaw, Adickes told her to alert the passengers. To make sure he had plenty of witnesses, he went back into the cabin, watching the passengers' reaction. When he returned to the cockpit, he tried once more to bank in for a closer look. When the disc again slid away, he cut in sharply, at full throttle, for a direct chase.

"Instantly, the glowing disc dived, racing off to the north past South Bend. Adickes estimated its speed at nearly 400 miles an hour. Since the UFO had been pacing the airliner at 175 mph, this meant it had doubled its speed in about three seconds. For a few minutes more, the weird light remained visible - a diminishing bright red spot. Then it faded into the darkness."

Before meeting the two pilots, I checked on them with TWA. "Quiet . . . conservative . . . serious . . . careful," were the reports on both men. Nobody in TWA questioned that Adickes and Manning saw exactly what they described. Captain Manning, the first one I saw, was an ex-Air Force pilot. He had flown six years for TWA, and his flight time was over 6,000 hours.

When he first saw the saucer, Manning said, it seemed a brighter color than when it flew alongside. The reduction in power as it slowed to pace the DC-3 decreased the heating effect.

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Keyhoe: He also agreed that the device (UFO) had evaded attempts to get near it.

Captain Manning Response: "It was like flying formation with another plane. The thing seemed to slide away when we turned toward it."

Keyhoe: "How large do you think it was?" I asked.

Captain Manning Response: "That's hard to say because we could only guess at its distance," said Manning. "But it had to be fairly large. When I first saw it, the thing was near the horizon, perhaps ten miles away. Even then, it was big enough to stand out."

Keyhoe: He quietly spiked the idea that the saucer had been a jet plane's tailpipe.

Captain Manning Response: "I've seen jets at night. If you're directly behind one, you see a round red spot. But this was huge in comparison. Besides, I saw it coming up from behind us - a jet's exhaust would be invisible from that angle. You wouldn't see much from the side, either."

Keyhoe: Manning wouldn't speculate as to what the machine was.

Captain Manning Response: "All I can say is that it was there. And it was uncanny enough to startle anyone first seeing it."

Keyhoe: Captain Adickes agreed with Manning on all the main points.

Captain Manning Response: "Before then, I wasn't convinced by the saucer reports. Now I know they do exist. One thing, it wasn't cherry-red, as some papers said. It was about the color of hot metal."

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Keyhoe: Besides trying to close in on the saucer, Adickes also had attempted to get above it.

Captain Manning Response: "Each time, it veered away as if it were controlled by repulse radar. And when I went straight after it, the thing was off in a flash.

Keyhoe: Manning and I estimated its diameter at 50 feet or more.

Captain Manning Response: When I tried to cut in toward it, it streaked away at twice our speed, but even then, it took several minutes to fade out. So, it had to be fairly big - maybe a lot larger than 50 feet."

Keyhoe: As it speeded up to escape, Adickes said, he caught an edge-on glimpse of the saucer. It seemed to be about one-tenth as big as its diameter. Though he couldn't be sure of its distance, Adickes believed it was at least half a mile away while it was pacing the airliner. It had not been close enough to affect his instruments or radio. Hostess Gloria Hinshaw had seen the disc from both the cabin and the darkened cockpit.

Hostess Gloria Hinshaw Response: "It looked like a big red wheel rolling along," she told me. "It was certainly a strange-looking thing. If I hadn't seen it, I don't think I'd have believed the pilots."

Keyhoe: Later, by long-distance calls, I interviewed 11 passengers. The first was S. N. Miller, manager of a jewelry company in St. Paul. He had watched the saucer, he said, for several minutes.

Captain Manning Response: "The thing was the color of a neon sign - just a big red disc. I used to laugh at saucer stories - but not anymore".

Keyhoe: Among other passengers who confirmed the sighting were C. H. Jenkins and D. C. Bourland, engineers with the Boeing Aircraft Company, and E. J. Fitzgerald, vice-president of a metal

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equipment corporation in Chicago. Later, several International Harvester Company officials also admitted they had seen the glowing disc as it paced the plane.

Though there were some variations in the passenger's reports, most of them were minor differences - estimates of size, distance, and speed. Their combined testimony left no doubt that some kind of controlled machine, a type unknown to the pilots and the Boeing experts, had been flown near the airliner for careful observation. [ccxiii]

UFO follows passenger plane

On April 14, 1952, a Capital Airlines pilot observed several objects flying in a "V" formation over Lacrosse, Wisconsin.

The only information we find in the file is an incoming teletype message dated April 14, 1952, to the Secretary of Defense in Washington, DC.

During President Truman's administration, Robert A. Lovett served as Secretary of Defense from 1951 to 1953. The document stated: "several lighted colored objects in "V" formation at 15,000 to 20,000 feet altitude ... changed formation with tremendous speed." Further, it stated: "swaying motion noticed by Captain Charles Mason of Central Airlines."

The UFO report was prepared and then forwarded to the Army, Navy, **CIA**, JCS, and AFSA. In a June 4, 1968 letter to Lt. Colonel Hector Quintanilla USAF, Dr. Hynek, in responding to the initial information given, stated the conclusion should not be "insufficient information" but be labeled "insufficient information because of lack of follow-up." The Air Force then changed their conclusion to being "unidentified and unknown." [ccxiv]

Eight 100-foot diameter saucers

On July 14, 1952, around 9:12 pm, two veteran Pan American Airways pilots reported eight huge "flying saucers" speeding towards them near Norfolk, Virginia.

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According to pilots William B. Nash and William H. Fortenberry, each of the six crafts was at least 100 feet in diameter and 10 to 15 feet thick. Each appeared to be glowing like "red-hot orange coals."

The UFOs were reportedly flying in echelon formation in two groups of 3 at 6,000 feet beneath the Pan Am DC-4. The officers reported the objects were on a direct collision course, made a 150-degree hairpin turn "like balls bouncing off a wall," and passed over the DC-4.

It was then the six objects were joined by two identical craft. The eight (8) objects then zoomed upward and disappeared into the night sky. When first observed, the objects were flying in echelon formation around 2,000 feet in altitude. Both Nash and Fortenberry were former Navy Pilots during World War II. Not confirmed but suggested in other research the objects were speeding more than 12,000 or more miles per hour. [ccxv]

Though we see no report on this case in the recently released CIA UFO files, we now know that pilots William B. Nash and W.H. Fortenberry were interviewed by the Air Force Office of Special Investigations (AFOSI).

When the report was completed, it was sent by a classified cable describing these events and distributed to Army and Navy Intelligence Units and the Armed Forces Security Agency (which became a forerunner of the National Security Agency), the Joint Chiefs of Staff, and the **CIA**.[ccxvi]

Notes on Pan American Airways UFO Case: Each UFO appeared to be glowing like "red-hot orange coals." The objects were reportedly flying in formation at 6,000 feet beneath the Pan Am DC-4. The officers reported that just as they passed over, the six "things" veered off and were joined by two identical craft. The eight objects then zoomed upward to 10,000 feet and disappeared into the night sky. The estimated speed of the crafts was thought to be 1,000 miles per hour. When first observed, the objects were flying in echelon formation around 2,000 feet in altitude. [ccxvii]

Captain Ruppelt of the United States Air Force was quoted as saying: "We are assuming the pilots are describing accurately what they saw, and we have no reason to doubt them."[ccxviii]

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William B. Nash and William H. Fortenberry said: "Almost immediately we perceived that it consisted of six bright objects streaking toward us at tremendous speed, and well below us. They had the fiery aspect of hot coals but of much greater glow, perhaps twenty times more brilliant than any of the scattered ground lights over which they passed or the city lights to the right. Their shape was clearly outlined and circular; the edges were well defined, not phosphorescent or fuzzy in the least, and the red-orange color was uniform over the upper surface of each craft."

"Within the few seconds that it took the six objects to come half the distance from where we had first seen them, we could observe that they were holding a narrow echelon formation, a stepped-up line tilted slightly to our right with the leader at the lowest point, and each following craft slightly higher."

"At about the halfway point, the leader appeared to attempt a sudden slowing. We received this impression because the second and third wavered slightly and seemed almost to overrun the leader, so that for a brief moment during the remainder of their approach, the positions of these three varied. It looked very much as if an element of "human" or "intelligence" error had been introduced, in so far as the following two did not react soon enough when the leader began to slow down and so almost overran him."

"Altogether, they flipped on edge, the sides to the left going up and the glowing surface facing right. Though the bottom surfaces did not become visible, we had the impression that they were unlighted. The exposed edges, also unlighted, appeared to be about 15 feet thick, and the top surface, at least, seemed flat."

"In shape and proportion, they were much like coins. While all were in the edgewise position, the last five slid over and past the leader so that the echelon was now tail-foremost, so to speak, the top or last craft now being nearest to our position."

"As they climbed, they oscillated up and down behind one another in an irregular fashion, as though they were extremely sensitive to control. In doing this, they went vertically past one another, bobbing up and down (just as the front three went horizontally past one another, as the initial six approached us. This

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appeared to be an intelligence error, 'lousing up the formation')—they disappeared by blinking out in a mixed-up fashion, in no particular order."

“We stared at them, dumbfounded and probably open-mouthed. We looked around at the sky, half expecting something else to appear, though nothing did. These were flying saucers, and we had seen them. What we had witnessed was so stunning and incredible that we could readily believe that if either of us had seen it alone, he would have hesitated to report it. But here we were, face to face. We couldn't both be mistaken about such a striking spectacle.”

Swedish Commercial Pilots confirm seeing a UFO.

On December 17, 1953, the chief pilot for Transair Airlines flight Captain Ulf Christiernsson, and his flight mechanic, Olle Johansson, reported a UFO while flying in DC-3 three over Skaane, Sweden.

The pilots sighted a mysterious circular object flying in the opposite direction of them at a speed estimated at the speed of sound. The airmen estimated that the object was about 10 meters (32 feet) in diameter.

Captain Ulf Christiernsson, employed by Transair Airlines, was responsible for flying the morning Stockholm papers to southern Sweden. He had extensive air experience., having served as a volunteer with the RAF from 1942 to 1946, finishing his service with the rank of Captain.

Captain Ulf Christiernsson made the following statement to Dagens Nyheter: "I do not doubt for an instant that it was not a jet plane. What I saw was a completely unorthodox, metallic, symmetric, round object which was unlike anything I've seen before."

“The mysterious object appeared suddenly on the air route traveled by all controlled air traffic between Bulltofta and Bromaa airfields. I was en route to Bromma."

“Over Elleholm, I saw an object – on my right obliquely in front of me, flying at a somewhat lower altitude - which I first thought to be a jet plane. The silhouette was thin, and it approached me at a very

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high velocity. Olle Johansson and I discussed the matter of its speed and comparing its speed with, for example, that of the flying barrels (J-29); we have estimated the speed to be about that of sound. The whole business took place fantastically quickly, but I believe that I was able to see the object for 4 to 5 seconds."

“When the object got closer, I was able to ascertain that it was symmetric and metallic. It was very difficult to describe something that one has never seen before, but I would say that it looked like a flying lozenge.”

"The object did not seem to have a crew but seemed more to be a robot. When it passed under the wing of our DC-3, I could no longer see it. The mechanic, who was able to observe it for five more seconds, confirms the fact that it was circular or possibly somewhat elliptical. At the time of the incident, we were flying at an altitude of 2,150 meters in the cloud ceiling was at 1,500 meters.

“Thus, the object should’ve been flying at an altitude of between 1,500 and 1,600 meters. We estimated the size to be about 10 meters in diameter. It left no exhaust or condensation trail.”

"We were absolutely convinced that it could not have been a meteor or other celestial phenomenon. We did not see any distinct light, but we were able to see that the object had a metallic luster."

“Immediately after the observation, we reported to F5 in Ljungbyhed to the regional civil air security service at Bullofta. The course of the object was south-southwest. The whole thing happened so quickly that we could not have managed to change course and follow the object.”

Olle Johansson’s statement was as follows: “I was sitting forward in the right-hand seat of the pilot’s cabin when Captain Ulf Christiernsson pointed to the object.”

"What I saw was an ellipse with sharp outlines and something between silver and white. I saw it for 10 seconds. It was approaching from the north in a direction opposite ours, at a speed of about 1,200 km/h. It was flying entirely above the clouds. From Malmo northward, we were able to see the ground for only a few myriameters. After that, there was a cloud covering to Stockholm."

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"We were flying at a speed of about 270 km/h. Ten minutes after the incident, we met a SAS (Scandinavian Airlines System) DC-4. There seem to be no flames or small trail from the object. Since we had the automatic pilot on, we had no chance to turn quickly enough to see where the object went.

The Defense Staff's short communiqué on the incident read as follows: "at 1457 hours on Thursday, the crew on a civilian commercial plane observed, in the vicinity of Elleholm, an unknown object which moved at high speed in the direction opposite to that of the plane. The object was viewed for 6 to 7 seconds. At the time of the incident, there was clear weather at the altitude in which the plane was flying."

"Because of the low cloud ceiling, the object could not have been seen from the ground. Within the knowledge of the defense staff, there was no Swedish plane in the area concerned at the time of the incident. Balloons were ruled out as they were smaller than the object seen by the pilots as such, the investigation continues."[ccxix]

The disappearance of Passengers and plane

This next case, should have been in the CIA declassified files as it involved Soviet Embassy UFO information.

According to the Soviet Embassy in London, in 1961, a 2P Mail plane took off from an airfield near Sverdlovsk with seven people on board. About 128 kilometers from the destination, the aircraft disappeared from the radar screen.

Search and rescue teams launched within a few days, including helicopters and troops located the fully intact plane in a dense forest. According to the plane's location in the dense forest, the aircraft would have never been able to land by itself.

Search teams approached the plane and said it looked as if just placed on the ground with no visible signs of passengers or crew anywhere to be found. Once the search team was on board, the plane engine started on its first try.

The Moscow Aviation Institute confirmed it had evidence that an unidentified flying object had been tracked on radar during the

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plane's disappearance. The radar units picked up strange radio signals as the UFO was being tracked.

Soldiers also confirmed a 30-meter depression on the ground of a sphere-like craft that had been only 100 meters from the found aircraft. No footprints were found at the site of the plane.

What happened to the passengers and crew of the 2P Mail plane? They were never found, and this case remains unsolved today. [ccxx]

UFO rushes passenger plane

On January 3, 1965, a four-engine Electra with its Captain and Crew approached an eastern city of the United States when it encountered a large UFO. Several miles from the airport, both pilots spotted what they thought was an ordinary aircraft.

Suddenly the unidentified flying object turned and rushed toward the Electra. According to the onlookers, the object was a huge, delta-shaped machine, revealing a black silhouette in the dusk.

The Captain's report indicated the abrupt head-on rush of a UFO gave the crew a bad scare. He then said: " I called out, "what the hell is it?... Somebody said, "Good God!". It started to turn away, then as suddenly as it has appeared, it departed. It departed at tremendous speed – a speed of several thousand miles per hour.

“I did not report to the tower because I did not feel it was a near-miss with a conventional aircraft and also because of the ridicule that was heaped on Captain Pete Killian of American Airlines."

Here we see the concern of a pilot reporting such events as a result of potential ridicule by military authorities or the public on the subject of UFOs.

Dr. J. Allen Hynek and Dr. James E. McDonald made several comments during congressional meetings several years later that pilots and civilians should not be ridiculed by government investigators and news media when discussing such aerial encounters.[ccxxi]

Defense Department investigates UFO case.

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Passenger plane

Another UFO case not disclosed in recent CIA files was a UFO incident in 1965 where objects paced passenger planes over Japan. The Defense Department deployed specialist investigators to Japan for this UFO incident.

Around 7:00 pm on March 21, 1965, a TOA passenger plane with 40 passengers encountered a UFO seventy miles from Osaka Airport, Japan. According to this case, the UFO;

1. “followed the passenger plane”;
2. “stopped for about three minutes, then”;
3. "took up a position alongside the left-wing at three hundred feet";
4. it paced the TOA for 55 miles.

"Pilot Yoshiaki Inada said the object "violently" affected his automatic direction finder and his radio. He tried contacting Osaka Communications tower but was unsuccessful."

The UFOs then disappeared when the passenger plane reached Matsuyama in Shikoku. The TOA passenger plane's copilot contacted Matsuyama tower to report the sighting and overheard the frantic calls from a second plane owned by Tokyo lines.

The Tokyo lines pilot reported their plane was being chased by a "mysterious luminous object" along the northern edge of Matsuyama city.

The ‘Mainichi Daily News’ reported, "a team from the United States was coming to Japan to interview the pilots chased by egg-shaped UFOs. The team comprised members from the Defense Department, the Federal Aviation Agency, and Palomar Observatory."

The US was interested in knowing about the causation of "several mysterious aviation accidents possibly involving UFOs."[ccxxii]

UFO and Chilean National Airlines passenger plane

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On September 6, 1965, a Chilean National Airlines pilot and crew of a DC-6B encountered a UFO near Iquique, Arica, Chile. In an unclassified Teletype message from the US Air Attaché in Santiago through Colonel H.A. Brandon, a newspaper article revealed the following message:

"It was something mechanical – zigzagging – its movements were not precise-suddenly it changed direction and came directly toward us – it gave me the impression that it had located us with radar!"

In this briefing of the event, he recalls: "During the 13 to 14 minutes this strange object followed us. It gave me the impression that when it located us, it tried to identify us. At once, we requested information from the Flight Control Tower in Arica and Iquique. We were informed that no other flights had been scheduled in that zone.

Then I told them what we were watching. I have never had a similar experience; I didn't believe in "them." It was not an optical vision due to atmospheric reflections. I am sure it was a mechanical apparatus.

Francisco Quintana, in an article entitled: ‘Flying Object Giving Off Blinding Light Nearly Collides With a Chilean Aircraft, Pilot Says “Now I Believe In Them,’ provided the following information on the case:

“A solid object, which gave off a blinding red light from its ventilator (e.g., ports) and in its center had a dome lit by a mercury-vapor-like light almost collided with a passenger airliner of the Chilean National Airlines.

After avoiding a collision, the UFO came close to the plane and kept pace with it for several minutes, then departed at a tremendous velocity. The incident was reported by the crew of the plane and also by passengers who, until that moment, had been asleep in their seats.

“The strange event happened the night before last (9/6) when a Douglas DC-6 of the Santiago-Arica Line was flying over the plains after departing the airport at Iquique.”

“The pilot, Mercelo Cisterna, was one of the most experienced of the airliner fleet. Flight engineer Segundo Molina and copilot

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Manuel Rubio also witnessed the extraordinary lighted object about 1,500 feet above them."

After the plane landed at Arica, the pilots declared that at first, they thought it was another aircraft and radioed the control towers at the airports of Arica and Iquique to check on other planes in the vicinity.

The control towers answered that there were no other aircraft in the sky. The pilot continued to insist by radio that about three kilometers away at a little higher altitude, three (3) lighted objects were flying in formation.

The control towers at Arica and Iquique answered that they had no idea what it could be and that he (the pilot) should take precautions.

"Then," said the pilot, "I thought I was going to fall apart. At that moment, the strange device came toward my aircraft at an incredible velocity. Those of us in the cabin were paralyzed, seeing that a collision was imminent."

"Then I observed an incredible maneuver. It descended, passing underneath us and then leveling off with us. It flew beside us for ten minutes, coming closer and moving away until finally it gained altitude and disappeared toward the north. We did not inform the passengers in order "to avoid panic and its consequences."[ccxxiii]

Near collision Argentine National Airlines Passenger plane

Over Argentina on November 24, 1965, around 9:45 pm, Captain Longo of the Argentine National Airlines was coming in for a landing at Resistencia en route from Rio de Janeiro when he encountered a near-miss with a UFO. To avoid a collision, Captain Longo executed a rapid maneuver to change course as the brightly lit UFO flew towards his passenger plane.

Suddenly, without warning, the mysterious flying object near the passenger plane executed an upward path at a 45-degree angle and disappeared rapidly from view. According to the pilot, the object missed his plane by 100 yards. Personnel at the airport's control tower also confirmed seeing the same object.[ccxxiv]

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A domed disc

A year later, on May 21, 1966, around 3:15 pm, two observers in a plane witnessed a domed-disc over Willow Grove, Pennsylvania.

William C. Powell of Radnor, Pa., was a pilot with 18,000 logged flight hours. He was a chief pilot for Sears Roebuck and Company at the time. In his plane, he had a passenger, Miss Muriel McClave. The two were flying in Powell's Luscombe in the Philadelphia area when the encounter occurred.

The UFO was first spotted as it followed an outbound flight of Navy jets from Willow Grove NAS, then made a sharp (non-banking) turn and approached his plane on a near-collision course.

At 4,500 feet, it passed below their starboard wing about 100 yards away and disappeared behind the plane.

They both got a good look at the object. It was circular and had no wings or visible means of propulsion; both witnesses emphasized this fact to Dr. James E. McDonald in their interviews. While describing the object to McDonald, Powell said:

"It was just like looking at a Cadillac." They described the upper domed portion as "porcelain-white," while the lower discoid portion was bright red. It was slightly below their altitude as it passed on their right, and Powell pointed out that it was entirely solid, for it obscured the distant horizon areas.

He estimated the UFO’s airspeed as perhaps 200 mph, and it moved in a steady, non-fluttering manner. He estimated its diameter at perhaps 20 feet. Miss McClave thought it might have been nearer to 40 feet across. Each put the thickness-to-diameter ratio as about one-half.

After the UFO passed their starboard wing, Powell could see it only by looking back over his shoulder through a small aft window, but Miss McClave had it in full view when suddenly, she stated to me, it disappeared instantaneously, and they saw no more of it.[ccxxv]

UFO paces Canadian Airliner over Peru

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On December 30, 1966, at 3:00 am local time over the coast of Peru; on December 30, 1966, a Canadian Pacific Airlines DC-8 was at 35,000 feet (11 km) on a northwest course. Captain Robert Millbank and five flight crewmembers observed a pair of objects that paced the plane for 7 minutes. The sky was clear with stars visible. The sighting was reported to the Volunteer Flight Officer Network and in the news media. The phenomenon, appearing initially as a pair of high luminosity lights separated by about 3-4 degrees, was first spotted 70 degrees to the left of their flight path at an estimated elevation angle of about 10 degrees.

The lights hovered for about a minute, pulsating, then moved down toward the plane and assumed a position off the left wing for another minute or two. As it paced the airliner, the object emitted a V-shaped pair of thin, light beams upwards, then later downwards. Finally, the UFO accelerated, pulled away, and climbed rapidly out over the Pacific to the west, and disappeared in the distance.

Captain Millbank shared: "In 26 years of flying, I have never seen anything like this before." Second Officer J.D. Dahl said, "In my opinion, the only answer to this sighting is a craft with speed and controllability unknown to us.[ccxxvi]

UFOs loop around Twin Beech aircraft

Several years later on September 15, 1968, two pilots in a Twin Beech aircraft observed a green-lighted object perform loops around their plane about 22 miles north of Palm Beach, Florida.

The entire conversation between the pilot and Captain Heimbach of McCoy Air Force Base was recorded and transcribed for the USAF case file. The conversation of what transpired that day totals ten pages and can be found in the declassified Air Force Files.

One of the observers put together this condensed version of what happened that day. We observed:

The first UFO:

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1. “a pale green light with intermittent flashes, a large light, much larger, or more like an airport beacon, only it wasn’t nearly as green. It looked like something flickered in front of the lights once every 2 seconds; just a flicker.”
2. “But we still thought it was a jet.”
3. “The object stayed right in front, occasionally veering off to one side and then to the other. We followed it.”
4. “Jacksonville Center couldn’t pick it up on radar.”
5. We followed it until we were almost to Ocala, and then it disappeared off into the sky on a heading of something like 200 degrees.”

The Second UFO:

1. "Then, as we approached Ocala, there was another object; at first, it was a white light."
2. It was hanging right over Ocala, and just as we finished reporting this object, another appeared, and this one came right at us.
3. We were on a collision course.
4. I would say he missed us about 1 mile.
5. He came straight at us at an angle.
6. We were about 15 miles out of Ocala, still on a heading of 120 degrees.
7. This object came straight at us in a climb attitude then turned right in front of us to the west.
8. It went out about 15 miles west of Ocala and just hung in the sky at an altitude of probably 6,000 or 7,000 feet.

The Air Force concluded the object sighted was caused by an “unidentified” flying object.

The story explains the aerobatic maneuvers these objects performed around the plane, such as loops, hovering, and making runs at the plane.[ccxxvii]

A remarkable encounter

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Two days later on September 17, 1968, Captain Julian Rodriguez Bustamante and his crew in a Fokker F-27 encountered a UFO near the Canary Islands. Captain Bustamante reported that a sphere-shaped UFO headed directly for his plane on a direct collision course.

To his amazement, the UFO stopped in midair on approach, taking a position about 20 to 30 meters off his port wing. The spherical-shaped object was 3 meters in diameter and glowed with an intense green glow that penetrated the flight deck and cabin.

The Captain then said, the UFO dropped below his plane for a short period, then returned to the wing level before departing the vicinity at an incredible speed. The Captain on landing prepared a UFO incident report sent to the Air Ministry for the record. The officials involved in the case informed the pilot, crew, and passengers not to make public statements about the encounter.[ccxxviii]

UFO follows passenger plane

Several years later, on February 8, 1973, a Boeing 737 jet of Mozambique's Delta airline was followed by an unidentified flying object for 20 minutes on a flight from Beira to Lourenco Marques.

"The plane was flying at the height of 8,400 meters when the aircraft's veteran commander, Captain Gilberto Costa, and first pilot Edgar Nasi Peiriera saw the object. "They immediately called two airline hostesses to the cockpit to corroborate the sighting.

"In a report submitted to the airline's administration and the Mozambique military authorities, the crew said the object followed the airliner for about 20 minutes. It switched from the right to the left side of the aircraft a few times, with red lights flashing before disappearing at enormous speed. [ccxxix]

Pilot blinded by the light of UFO.

In an astounding UFO encounter heard by thousands of listeners in Columbia, the CIA's recent release of UFO files failed to show the following UFO case from Agence France Press.

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On May 5, 1977, a young and inexperienced flying student of Bogota, Colombia, in a Cessna 150 aircraft "accomplished a dramatic and spectacular landing of his Airplane at the Eldorado Airport on May 5, 1977. What made' this particular landing different was that the pilot at the craft's controls was suffering from temporary blindness caused by a direct encounter with an unidentified flying object.

After a nightmarish flight for 45 minutes, without instruments aboard the aircraft operational, the pilot, Manuel Jose Lopez Ojeda, was guided by radio and four other escort airplanes, up to the runway of the airport.

Manuel Jose Lopez Ojeda was on the verge of crashing into the control tower on two occasions when attempting approaches to the central runway while suffering partial and temporary blindness.

Under constant stress, Manuel Jose Lopez Ojeda, airport personnel and thousands of listeners in Bogota heard the live broadcast during the flight's full duration.

The story begins with Manuel Jose Lopez Ojeda on a training flight shared: "On coming out of the turn, the tachometer, airspeed indicator, and all the instruments on board were showing zero. The plane would not respond, and it was shaking with great force. To the left side, I saw an oval object the color of a dark cloud. Surrounding it was yellowish and red glowing lights which were shining with high intensity".

"It was somewhat disconcerting; the aircraft was not responding to my movement of the controls. It was at that moment I began to feel strong pressure in my ears and head. My hands and body were itching. However, I was very conscious of all that I was doing and seeing".

"This was all happening in just a matter of seconds," added the pilot, "since the UFO, initially was off to the side of the aircraft, it had moved down, just below the landing gear of the plane. It was at this time that the situation got even worse for me. The plane was shaking with even greater intensity, and the controls were not working, and the instruments continued to show zero, but the plane continued to fly in a circle."

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Asked by authorities about its size, he said: "The diameter of the UFO was approximately 15 to 20 meters (45 to 60 feet).”

"It was like an aluminum mass," and he repeated that it moved underneath the landing gear for some 30 to 40 seconds but at no time did it make direct contact" with his craft.

During that period of a few seconds, the pilot managed to contact the control tower at Guaymaral and declared the emergency. The story continues with the pilot and other planes helping him get back to the airport for a landing.[ccxxx]

Spanish TAE flight encounters UFO.

Two years later, on November 11, 1979, around 11:00 pm, the pilot and crew of TAE Super Caravelle encountered several UFOs the size of Jumbo Jet while flying over 109 German and Austrian passengers to the Canary Islands.

Air Control from Barcelona asked the pilots to switch to an emergency frequency; however, when they switched, all they could hear was "noise." It was then they realized one of the objects was rapidly approaching their airliner. According to the Pilot, Comandante Francisco Lerdo de Tejada, the UFO headed toward them at a "staggering speed." He then said they were: "playing with us." [ccxxxi]

"When we saw them first (UFOs), they were at about ten (10) miles. Then they made a quick rapid speed towards us, and then they were playing with us at not much under half a mile or so. The object was moving upwards and downwards at will and all around us, performing movements that it would be quite impossible for any conventional machine to execute.”

Comandante Francisco Lerdo de Tejada said the object was approximately the same size as a Boeing 747 Jumbo Jet. Onboard, an elderly male passenger collapsed when he saw the object zigzagging across the sky towards their plane.

The pilot then contacted Manisas to make an emergency landing, which it did.[ccxxxii]

The Boeing 747 Jumbo Jet was approximately 230 feet long, just shy of a football field in length. The UFO followed them for 8

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minutes for approximately 30 miles. According to the article, two F-1 fighters were scrambled from Los Llanos Air Force Base near Albacete. It was understood that the UFO approached one of the Air Force jets during the encounter and then departed. [ccxxxiii]

Yet again, this UFO case never appeared in the recently released UFO files.

Mothership UFO and Flight JAL 1628 (Boeing 747)

This next case involved the **CIA**, the FBI and President Reagan's scientific team, yet no documents (notes, films, or records) were released in the last CIA UFO files. The reason? – All participants were sworn to secrecy.

On November 17, 1986, over Alaska, Japan Airlines Captain Kenju Terauchi was at the helm of the Boeing Jumbo Jet Cargo Plane (747) when his flight JAL 1628 encountered two massive UFOs in the skies over Alaska.

Captain Terauchi assumed these giant ships were military crafts. However, from a distance, Terauchi noticed these objects were cylindrical and making moves normal planes could not (e.g., hover, stop and go).

All of a sudden, the two cylindrical objects disappeared. Then shortly after, Captain Terauchi could not believe his eyes – in front of his Jumbo Jet – stood a massive mothership "twice the size of an aircraft carrier (over 2,000 feet long)." The giant ship was sitting in the sky - directly in his flight path.

Then, the UFO acting as if interested in Flight JAL 1628, the mothership approached and came along his port side. The two smaller UFOs that he had first seen had appeared again, not far from the mothership. All three UFOs are now engaged in examining the Jumbo Jet.

Captain Terauchi, fearing passenger and plane safety, evaded the giant UFO by descending and rapidly making a 360-degree turn. It was then the two smaller ships departed again.

The more interesting aspect of this case was the fact it was never officially reported to the public.

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John Callahan, former FAA Chief, reported this case to Admiral Donald D. Engen (FAA), who set up a meeting with President Reagan's Scientific Team.

The meeting was then set at FAA headquarters and attended by the FAA team of 20 people, three CIA agents, three FBI agents, and Ronald Reagan's Scientific Team. John Callahan shared in his testimony at the Disclosure Project in 2001 that a CIA agent stood up at the end of the presentation and informed the meeting attendees:

CIA: "We want all this data, this event never happened, we were never here, and you are all sworn to secrecy."

However, after the meeting concluded, FAA chief John Callahan remembered he kept a duplicate of the voice recordings and radar reports between the Jet and ground control. He shared his story at the Disclosure Project conference in 2001 (which can now be seen on YouTube). In Japan, the same story was later announced to the public through Captain Terauchi, informing ‘Kyodo News’ Journalists. [ccxxxiv]

Additional facts on JAL 1628 – Alaska: On November 17, 1986, a massive UFO and two parasite vessels followed Japanese Airlines flight 1628 (Jumbo Jet 747) over Alaska for about half an hour. A few days later, experts analyzed the radar evidence and the pilot cockpit voice recorders. The information was shared with top FAA officials.

In his testimony, FAA chief John Callahan stated that there was a special meeting called with staff from the CIA, FBI, and Reagan's Scientific Study group after the incident. Callahan claimed that after reviewing the boxes of data: "one of the CIA men stood up, looked at everyone in the room and stated that this meeting "never happened."

When the CIA left FAA headquarters, the CIA took the video film and records of the UFO event. John then said: "When they got done, they swore all these other guys in there that this meeting never took place. We never had this meeting. And this was never recorded."

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Callahan didn't stop there; he further stated that from his own experience, the FAA had a history of covering up such incidents when he stated: "Well, I've been involved in a lot of cover-ups with the FAA. When we gave the presentation to the Reagan staff, I was behind the group that was there. And when they were speaking to the people in the room, they had all those people swear that this never happened." [ccxxxv]

UFO has near-miss with 737

In April 1992, the Civil Aviation Authority confirmed a Britannia Airlines 737 inbound to Gatwick from Cypress spotted an unidentified flying object during the summer of 1991.

The pilot contacted the control tower and stated a small black lozenge-shaped object appeared 500 meters ahead of their 737 on a near-collision course.

The Britannia pilots said within a space of 1.5 seconds, the UFO passed their plane less than 100 yards off the portside and 30 feet above the wing level. Gatwick air traffic controllers confirmed radar contact with a small object behind the 737.

Gatwick tracked the UFO as it headed southeast about 100 knots. Air traffic control immediately warned other aircraft to turn away to avoid collisions.

The Boeing pilot said the UFO was 500 meters in front of them as they began their descent from 14,000 feet. The civil aviation authority confirmed the pilots believed there was a high risk of collision. After the incident, the pilots confirmed there was no damage to the aircraft. Authorities confirmed there were no weather balloons in the area at the time of the incident.

Experts from the British UFO Research Association also investigated the incident and ruled out any possibility of the object being another aircraft, weather balloon, or missile. And last night, experts at the Meteorological Office, Cheshire's Jodrell Bank Observatory and the National Aeronautics and Space Administration (NASA) remained mystified by the incident.[ccxxxvi]

United pilots report UFO.

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‘Aviation Week & Space Technology’ magazine shared on August 5, 1992, a United Airlines jumbo jet (Boeing 747) flight 934 headed for London reported a close encounter with an unidentified aircraft that passed at supersonic speed beneath their plane.

The United Airlines crew reported the UFO passed less than 1,000 feet below the 747. The pilots told the magazine they sighted the craft at 23,000 feet near George Air Force Base, about 50 miles northeast of Los Angeles.

Radar Reports: Los Angeles air traffic controllers said they did not spot the UFO on radar. And nearby Edwards AFB radar data and flight activity showed no military craft in the area at the time.

Description: Aviation Week revealed United's pilots said the dark-colored UFO was about the size of a jet fighter, with a fuselage similar to an SR-71 spy plane, except the edges of the fuselage were rounded instead of sharp. The UFO had no wings.

The Air Line Pilots Association said it was investigating the report filed by the pilot and co-pilot of United Flight 934 from Los Angeles International Airport. [ccxxxvii]

Chinese airliner has a UFO encounter.

According to the Workers' Daily newspaper, on July 1, 1993, an Unidentified Flying Object appeared suddenly over Xinjiang', startling the crew of a passenger plane.

As the Xinjiang Airlines flight crew, 9304, was flying into Urumqi from the southern city of Shenzhen, they saw an object brighter than a star hurtling towards them.

The object, which first appeared as a point of light, grew into a shining ball, with light fanning out at the back.

The Chinese newspaper said the UFO zoomed about 3,000 meters (9,800 feet) above the Soviet-made plane, flying at 11,000 meters (36,000 feet), and cast a bright beam of light into the crew cabin, making it as bright as day.

The crew took the plane down to about 7,000 meters (23,000 feet), and the UFO finally disappeared. The plane and its passengers continued to their destination and landed safely.

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The paper further added that the crew remained in touch with air traffic controllers throughout the incident, who said the skies were supposed to be clear. China's state-run press has recently mentioned several sightings of strange objects in the sky.[ccxxxviii]

Huge UFO near Airbus passenger plane

On January 28, 1994, the Captain and crew of Air France Airlines Flight AF3532 Airbus A320 flying from Nice to London witnessed a large red-brown disc at 35,000 feet.

The Captain was shocked to see a giant red disc around 800 feet in diameter, not far from his passenger plane. The object was reported to air traffic control at Reims in Champagne-Ardenne and was determined to be close to Taverny Air Force Base, the French Air Force's headquarters. The giant UFO was stationary in the sky for around one minute, then disappeared in around 10–20 seconds. [ccxxxix]

Argentinian plane near miss with UFO

On August 2, 1995, an airliner narrowly missed hitting a UFO that darted in its path. Jorge Polanco was piloting an Aerolinas Argentinas jet headed for the south-west winter resort town of San Carlos de Bariloche in Argentina.

About midnight, he was forced to take emergency action to avoid what witnesses described as a spaceship.

Polanco shared: As I was making the final approach, I suddenly saw in front of the plane a white light which was bearing right down on us fast before it halted about 100 meters away," he said.

He said that as he frantically maneuvered his plane, carrying 103 passengers, the UFO took a bizarre turn so that it could follow the airliner and flew in tandem with it for about 100 meters.

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Air Force Major Jorge Oviedo said he and several others also saw the UFO and a simultaneous power cut throughout the entire city. The pilot said the object was about the size of a jetliner. Officials are investigating the sighting.[ccxl]

Swiss Air 747 near miss with UFO

A report by the US National Transportation Safety Board confirmed that on August 9, 1997, Swissair Flight 127 cruising at 23,000 feet was visited by a UFO. One of the Swissair pilots addressed the passengers over the intercom to report the near-miss by a round white object. Communications immediately began with air traffic control.

Swiss Air Pilot: "Sir, I don't know what it was, but it just flew like a couple of hundred feet above us," as he radioed Boston air traffic control. I don't know if it was a rocket or whatever, but incredibly fast, opposite direction."

Boston Control Tower: "In the opposite direction?"

Swiss Air Pilot: "Yes sir ... It was too fast to be an airplane."

Boston Control Tower: How far was the object above you?

Swiss Air Pilot: "It was right over us, right above, opposite direction, and, and I don't know, two, three, four hundred feet above (we) saw a light object; it was white and very fast."[ccxli]

Plane near Battleship-sized UFO.

On February 3, 1999, the pilot and crew members of a Bae 146 Jet private charter flight between Linkoping in Sweden and Humberside were interrupted by a UFO. The plane had a capacity of 96 seats.

While at 28,000 feet over the North Sea, the pilots and crew looking out in front of their plane spotted a battleship-sized UFO

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(around 600 feet long). The UFO was silver-colored, pencil-thin in length, with square windows along the fuselage.

Shortly after spotting the mega-ship, the cockpit of the Bae 146 Jet was immersed in "incandescent light." The pilot, crew, and passengers did not suffer any injuries.

A CAA spokesman said: “The pilot saw an unidentified bright light below the aircraft. The area was illuminated for ten seconds.

'Three other aircraft in the vicinity reported seeing the UFO moving at high speed or static.

Air traffic control was informed and confirmed there were no other planes in the vicinity. Then, five minutes later, there was a brief radar return from a spot 75 miles away.

At one stage, the report says, the UFO came to an abrupt halt before accelerating past the jet at thousands of miles an hour. A CAA source says a military radar station in Yorkshire tracked the object after it entered UK air space.

Danish UFO experts were investigating the case. The MOD reported: "We are not investigating this sighting, and as far as we are concerned, the matter is closed.'"[ccxlii]

A commercial pilot saw mothership.

In June 2009, one of the largest UFOs ever seen was observed by the crew and passengers of an airliner over the Channel Islands.

Aurigny Airlines captain Ray Bowyer, near Alderney, first spotted "a cigar-shaped brilliant white light." Using his binoculars to get a better look, Bowyer said: "It was a very sharp, thin yellow object with a green area. It was 2,000 feet up and stationary. I thought it was about 10 miles away, although I later realized it was approximately 40 miles from us. At first, I thought it was the size of a [Boeing] 737.”

Captain Ray Bowyer then admitted: "it must have been much bigger because of how far away it was. It could have been as much as a mile wide.” Continuing his approach to Guernsey, Bowyer then saw a "second identical object further to the west."

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He said: "It was exactly like the other [cigar] ship but looked smaller because it was further away. It was closer to Guernsey. I can't explain it." I could see these objects visually for about nine minutes.

Bowyer admitted: "I'm certainly not saying that it was something of another world. All I'm saying is that I have never seen anything like it before in all my years of flying."

Passengers Kate and John Russell said: "I saw an orange light. It was like an elongated oval." The sightings were also confirmed by an unnamed pilot with the Blue Islands airline.[ccxliii]

Large triangle UFO spotted.

On November 24, 2009, at 9:45 pm, a UFO approached a Canadair Regional Jetliner. In the Cordova area, a commercial airline pilot watched departing air-traffic from the Memphis airport (Memphis, Tennessee) when he saw what he described as a diamond-shaped craft pass directly under a CRJ-200 [Canadair Regional Jetliner].

This pilot, who has asked to remain anonymous, said the jet was flying at about 8,000 feet, and the UFO flew under it at an approximate altitude of 6,000 feet.

The pilot said the UFO was on a flight path from east to west and traveling somewhere between Mach 1 and Mach 1.5. He said that it was banking slightly to the north-west as it flew under the jet, so he got a view of its underside.

He described it as a perfect triangle with dim white lights at its corners and about 200 feet across, easily as large as a 747.

Though it was somewhat hazy in appearance, he said he saw it distinctly enough to make out that it was a solid body with the lights attached. It had no strobe lights and was silent. He observed it for about 20 seconds until it passed out of sight.[ccxliv]

American Airlines reports UFO.

On February 21, 2021, an American Airlines passenger jet, flight 2292, traveling at 37,000 feet from Cincinnati to Phoenix, encountered a UFO over northeastern New Mexico.

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Around 1:00 pm, the pilot contacted ground control to mention an unidentified object was flying right on top of them.

According to a transmission recorded by Steve Douglass on his blog, “Deep Black Horizon”. American Airlines verified to Fox News that the radio transmission is from flight 2292.

Control Tower asked: "Do you have any targets up here?

American Airlines Pilot: “We just had something go right over the top of us. I hate to say this, but it looked like a long cylindrical object that almost looked like a cruise missile type of thing moving fast. It went right over the top of us."

After the incident, flight 2292 went on to land safely in Phoenix, Arizona.

American Airlines Spokesman: According to “Fox News” an American Airlines spokesperson shared: "Following a debrief with our Flight Crew and additional information received, we can confirm this radio transmission was from American Airlines Flight 2292 on February 21. For any additional questions on this, we encourage you to reach out to the FBI."

According to sources: The FBI did not immediately respond to a request for comment other than they were aware of the reported incident.[ccxlv]

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Chapter 7: UFOs monitor Airports and Air Bases

Flying Saucer Spotted By Air Force Trio In California

Disc Shaped Object Traveled at Terrific Speed Near Hamilton Air Base

June 21, 1950, The Lowell Sun, Lowell, Massachusetts

When reviewing the recent declassified CIA files, you cannot find many UFOs cases at airports, yet these encounters are being reported worldwide.

We now have visual proof of UFOs visiting airports. Whether it is Mexico, Argentina, Germany, the US, Russia, China, or Canada, UFOs have hovered over busy airports.

Nothing presents a clearer picture of UFO occupant interest in human aviation than the appearance of a large disc (caught on video) hovering over gate 14 of the United terminal at O'Hare International Airport in 2006.

United Airlines and the FAA tried to debunk the UFO story until the video leaked to the news media. The evidence came from several United employees and private citizens capturing the UFO on a cell phone.

After the UFO occupants were done observing the United Terminal, it shot up vertically up through the clouds, punching a hole as it traveled towards space.

Furthermore, case studies reveal that UFO occupants are bold enough to land at the edge of airport tarmacs and runways.

In some of these cases, the UFOs would depart the airport when humans attempted to approach the landed craft. It appears in these instances; the aliens would depart the vicinity if they were not ready to have face-to-face meetings with humans.

Despite the Central Intelligence Agency international offices recording UFO activity from various foreign news outlets, we are once again shocked the historical airports' landings were not found in the recently released CIA files.

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Mexico City airport

In 1951, dignitaries, airport officials and cameramen were on hand at the Mexico City Airport preparing to greet US General George C. Marshall.

Just as the festivities began, someone on the tarmac happened to look up and shouted; three saucers are hovering over us!

There at 5,000 feet, three UFOs were hovering silently over the airport as if watching the action below. Cameramen suddenly snapped out of it and went into action, taking photographs.

Eager passengers inside the terminal ran outside to get a view of the hovering UFOs. It was then the three UFOs shot up into the sky and disappeared.

The next day newspapers announced the UFO sighting, but no pictures appeared. According to witnesses, American and Mexican authorities confiscated the photograph and film.[ccxlvi]

UFOs at Airport

On February 5, 1950, around 5:10 pm, a small fleet of UFOs appeared over Falmouth Airport on Cape Cod, Massachusetts.

A group of seven (7) highly trained professionals at the Falmouth Airport that day looked up in the sky. They confirmed they saw two (2) thin, illuminated cylinders maneuvering together when one of the cylinders dropped a fireball. Both UFOs then disappeared high into the western sky at a fast speed.

The witnesses included former US Navy fighter pilot Marvin Odom, USAF (Otis): pilot Lt. Philip Foushee and Woods Hole Oceanographic Institute employee Raymond Wood. The notes around this event are as follows:

A message sent from Falmouth Massachusetts to USAF, Washington, DC Department of the Air Force relayed the contents of an article that was in the ‘Cape Cod Standard-Times’ of the sighting of two cigar-shaped objects over Falmouth Airport.

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At first, according to the witnesses, two lights appeared, then came the recognition of several distinct cylindrical bodies maneuvering in the sky. Once the observer went outside, they confirmed a fireball being dropped by one of the larger objects.

One witness said: "I've flown regular aircraft and jets, and I'm familiar with weather balloons, but I've never seen anything like these objects. They appeared to me to be "cigar-shaped," and although they operated as a pair, they weren't attached in any way as they differed in their distance apart."[ccxlvii]

Echterdingen Army Air Field / Germany:

Several months later, on August 21, 1950, at 9:54 am, Corporal George P. Scarlett was engaged in observing a pilot balloon run at a theodolite stand at Echterdingen Army Air Field at Stuttgart, Germany, when he saw a UFO.

"While checking on the balloon, another object entered his field of vision." According to the file, Corporal Scarlett followed this strange object with the theodolite. He later told intelligence officers:

“The object was moving in a southerly direction, and I followed it with little difficulty for one minute. Then it made an abrupt change in direction towards the west-south-west and approached the sun at evidently a high rate of speed.”

Corporal Scarlett shared; "that the speed was high as shown by the increase in the size of the object. It increased from about 15 minutes to about 50 minutes in diameter, or about 20 percent of the field of vision of the theodolite, which is two degrees. Becoming rapidly more difficult to follow, the object was finally lost in the brightness of the sun."

"When first seen, the object was small, oval, and white. As it became closer and larger, it a grayish-white color with several dark lines or shadows on its surface. The object, although visible, seemed to have a rather faint outline." [ccxlviii]

UFO near Airport

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Two years later, in Spain, on May 21, 1952, a CIA document reported UFO witness Valentin Garcia reported:

“As I crossed José Antonio Avenue on my way to the newspaper office, I saw a strange object flying at high speed from the direction of Prat Airport, about 2,000 meters above the ground, and leaving a wide smoke trail.”

"It did not look like an aircraft (neither Prat nor Sabadell Airport admitted any knowledge of the object), and unlike the so-called flying saucers, it was proceeding in a straight line, without emitting flashes of light or revolving on an axis.

The UFOs seem to me to be rocket-shaped, and the smoke came out of two points close together, merging into a single streak.

My colleagues at the office saw the smoke but not the object. Over Badalona, about 10 kilometers away, the UFO stopped trailing smoke, disappeared for a few seconds, and reappeared. The UFO again began emitting smoke several kilometers further away. The newspaper office was soon flooded with telephone calls from people who had seen the object. A friend of ours took a picture of the smoke trail.[ccxlix]

In Iceland

On October 6, 1952, around 9:00 pm 1952, four officers of the 932 AC&W Squadron witnessed a UFO at Keflavik, Iceland. As the group looked up, they could see a disc approaching the airport. They said it was perfectly round, except for an irregularity in its trailing edge, and its outline was quite distinct.

One witness said that the UFO seemed to have depth; another said that the craft appeared flat. The UFO had a pinkish-orange color and was variously described as pale, porous, transparent, translucent, etc."

The UFO then decreased its speed and lost altitude; it turned to about 185 degrees and went into an almost vertical climb at an extremely high-speed rate. The UFO then diminished in size and disappeared from view in about one second.

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“The object left no visible exhaust vapor trail, air turbulence or sound, according to one of the officers, who is Senior Controller of the 932nd AC&W.”[ccl]

UFO at Marignane Airfield, France:

Two years later, at Nice, France, on January 4, 1954, a CIA document revealed a witness contacted authorities about a UFO. The witness shared:

“A round luminous machine, coming from the south, landed at the Marigmnane Airfield in Bouches-du-Rhone Department. There was only one witness, Mr. Chesneau, the fireman, present at the field. The machine disappeared while he was telephoning the control tower.”

The scrutiny of the runway in the morning turned up a few pieces of metallic debris. The story was confirmed by a Marseilles resident who, driving from Arles to Marseilles, saw a large, round, reddish, fiery ball in the sky but placed the time at 2245 hrs.[cclj]

Military officers see UFO.

USAF F-86 - flown by Jabara, USAF Photo via Menard, David W. (1998) |[cclii]

Several months later, on March 26, 1954, around 7:00 pm, twelve (12) servicemen saw a UFO at Landstuhl, Germany. According to a ‘Stars and Stripes’ news story: The “Twelfth Air Force officials 'have received reports that; “an unidentified flying object was observed in the sky over Landstuhl Air Base.”

“The object, which gave rise to a wave of speculation among base personnel that 'flying saucers' were seen in the area, was

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reportedly seen at 7:00 pm Friday. Officials of the 86th Fighter-Bomber Wing here refused to comment on the appearance of the object or to say whether it was tracked on their radar screens."

"Unofficial observers here said the object was lighted and moving at a considerable rate of speed. They added that this was not the first such object sighted here. There was no definite description of the object,' said a 12th AF spokesman who asked that his name is withheld.

'It was observed to be moving across the sky at the rate of 40 to 60 mph. The official added that two F-86 jet planes of the 86th Wing, returning from a routine patrol, were dispatched into the general area, but the pilots said they could report no definite sighting."

"One of the pilots reported fast-moving clouds in the sky at the time,' the spokesman continued, 'and he said that these might have been mistaken for the "unidentified objects" by ground observers."

However, in an affirmative statement: "three of the 86th Wing's pilots were among the ground witnesses who observed the object [UFO] hovering over the base. This source added that the jet planes from the 86th Wing and the 36th Fighter-Bomber Wing at Bitburg were 'scrambled' to pursue the object but were unable to follow it." [ccliii]

Düsseldorf Airport

On June 20, 1954, a CIA document confirmed that several employees of various airlines at the Düsseldorf Airport recently saw a UFO. According to the newspapers, the witnesses observed a shiny, round object which approaches from the south at high speed, turned to the west, and disappeared above the 6,000-meter overcast.

An employee of the Condor Aerial Advertising firm, who happened to be watching a skywriter from his firm at the time, called the object a "flying saucer." He stated the object could not possibly have been an airplane, balloon, or aerial measuring device. Several other airport employees confirmed his observation.[ccliv]

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Giant cigar ship at Ciampino Airport

On September 19, 1954, a Giant cigar-shaped ship was seen over Vatican City, Rome, Italy. This interesting report covers a mass sighting of over a thousand people, which occurred over 40 minutes during a Friday afternoon.

The military command facilities at Ciampino Airport observed the object for an hour and a half (4:45 to 6:28 pm), after which it moved out to sea. The UFO:

1. “was observed flying at 4,000 feet in altitude”;
2. “appeared to be having some trouble as a small trail of luminous smoke was seen emerge from the end of the object”;
3. soon “dipped 400 meters and then regained altitude”;
4. had “an antenna on the middle of the mysterious vessel”;
5. emitted “a very brilliant silvery light”;
6. “at times it was perfectly immobile”;
7. “was tracked on radar equipment for 20 minutes by a surveillance station in Practica di Mare."

The Monte Mario astronomical observatory ruled out a Bolide (e.g., meteor) as nothing crossed Rome's sky on that day. Just a note that two days later, on Sunday, 30 residents observed a luminous disc at 8,000 feet over Mt. Naturno, Italy.[cclv]

UFO at Challes Airport

On September 26, 1954, in France, at 5:15 pm, Mr. Guyard reported seeing an extraterrestrial he described as a short humanoid in a diver suit. The sighting of the alien being was at Challes Airport in the Savoie department, France. Researcher Aime Michel shared: “the being waddled quickly toward and got into a saucer-shaped craft.” Later, “a ten-foot circle was found at the landing site.”[cclvi]

A UFO was seen at Frankfurt Airfield.

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In October 1954, former Luftwaffe pilots reported observing a silver disc near the Airfield in Frankfurt, Germany. A New Orleans paper states: "In Germany, pilots and pupils at a glider school near Frankfurt claimed to have seen a 'slightly swollen silvery disc' moving noiselessly over their field."

'Agence France Presse,' said the 13 witnesses, some of them former Luftwaffe (German Air Force) men, denied that they were victims of an optical illusion." [cclvii]

Zemun Airport

On October 25, 1954, "According to the Zemun airport staff, a flying object appeared at 6:20 am at a Yugoslavian Airport. The UFOs were egg-shaped and shining, intense orange. They flew at a great speed at an altitude of 8,000 to 10,000 feet."[cclviii]

Wipptal Valley near the Innsbruck, Austria Airport

On November 19, 1954, around 8:00 am, a UFO was seen hovering at 6,000 meters altitude over Wipptal Valley near the Innsbruck, Austria Airport. According to the Berger of 'The Austrian' writes:

"...from a serious source. Yesterday (December 19, 1954-EB), Sunday at 0800 ...an aeronautical expert...from Innsbruck airport just coming from his night shift, sighted a 'UFO'"

"It was remarkable that the object did fly completely against the wind which was blowing from the northeast at 10 knots. At that time, a man from the Innsbruck glider team also wanted to show him the object; visibility was good, the sky nearly cloudless."

"The measured altitude of the cirrus clouds was 7,000 meters. Thus about 1,000 meters over, the object was luminous and had a halo. It moved against the wind for ten minutes and was no weather balloon."[cclix]

Plessiel Airfield, near Abbeville, France:

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In France, on July 18, 1955, at 3:00 am Mr. Maupin, and five other witnesses on the airfield were blinded by a light from a disk-shaped object 150 meters away. It left orange glows in its trail. Silent, flying slowly, it hovered near the Metro station, close to the ground, but did not land. It left toward the northwest. A woodsman from Mareul-Caubert, Mr. Rolle, saw the object half-an-hour earlier. It came from the direction of Amiens.[cclx]

UFO flying at supersonic speed over Orly Airport

On February 18, 1956, a UFO zipped over Orly International Airport, Paris, France, at supersonic speeds more than 1,500 miles per hour. The UFO was tracked on radar by the Control Tower. According to ‘The New York Times’; "the UFO caused a blip twice the size of an average airliner on the radar. The UFO was at 5,000 feet and was seen following other aircraft going in and out of Orly airport."

Also, a beacon station south of Paris picked up the object." An article appeared in the ‘New York Herald Tribune’ (February 20, 1956) and ‘New York Times’ February 20, 1956. Radar equipment at the airport was determined to be operating perfectly before and after the incident. The UFO remained aloft over Paris for 4 hours.

In order to debunk the UFO sighting, it appears the US Air Force concluded the sighting was either the planet "Venus" or "insufficient data for evaluation."

This account was not correctly classified; Venus cannot follow planes in and out of airports, nor can it hover over at the airport at 5,000 feet. If Venus were at 5,000 feet, France's entire country would have been wiped off the map.[cclxi]

London Airport

On February 26, 1959, a glowing disc was seen hovering over London Airport at 200 feet for 20 minutes. Witnesses included the air traffic controller and three other observers. According to the ‘Flying Saucer Review’ on March 6, the ‘BBC’ and the ‘National Press’ reported that the Air Ministry classified this object as "an unidentified

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flying object." Later that evening, the government agencies backed off and said the object could be the planet Venus or some reflection of light that bounced off the nose cone of a plane.

According to the 'Flying Saucer Review', the author shared: "I find the new possible classifications "bogus." A plane and Venus would be out of the question if the object were at 200 feet above the airport for 20 minutes in a "stationary" position. The British government, in this case, was trying to cover up the UFO case."[cclxii]

Update on the London Airport UFO case 1: Interestingly, Charles H. Gibbs-Smith, in a follow-up report on this case, shared; "According to Police, the Controller and several other witnesses said the object remained at 200 feet for 20 minutes, before it zipped off into space.

Using binoculars, the witnesses viewed the craft. The Radar operators confirmed the object "did not register" on their scopes." Charles agreed with my assessment, and he put it: "the debunking explanations given out were delightfully stupid."[cclxiii]

Update on the London Airport UFO case 2: On February 26, 1959, London, England, between 7:25 and 7:45 pm. A UFO appeared over a London Airport. As the 'Chicago Daily News Foreign Service' said: "The report was taken seriously enough to be broadcast to the entire British nation by the BBC."

"British air ministry officials classified the object as "unidentified" – not a balloon, searchlights or planet. The object was a "glowing disc" which hovered over the airport for 20 minutes." The 'BBC' shared: "Airport Tower control officers using binoculars said the UFO was 200 feet above the ground."

A 'Reuters' article pointed out the Control Tower operators (4 witnesses) while watching the object said it did not show up on their radar screens. London Air Traffic Control asked the Royal Air Force Fighter Command to investigate gave this description: "Bright Yellow light varying in intensity. It stayed in one position for about 20 minutes, then climbed away at high speed."[cclxiv]

Update on the London Airport UFO case 3: The British Air Ministry concluded that the UFO (yellow disc) above the airport was "Venus" and the planet was playing tricks on the experienced viewer's

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eyes. They even went so far as stating a reflection of Venus must have come off a civilian passenger plane nosecone and be the cause.[cclxv]

Turin Airport

At Turin Airport, Italy, on March 15, 1959, around 11:00 pm, a UFO appeared at the beginning of the runway and hovered for 20 minutes. The craft was a yellow-reddish sphere that initially approached rapidly. The airport commandant reported the UFO incident to higher authorities. Several witnesses confirmed the object was a disc and not a sphere.[cclxvi]

UFOs create electromagnetism near Airbase.

On November 16, 1959, around 8:00 pm, Air Force officer, Commander Duchon, and another officer from the Czechoslovakian Air Force witnessed a UFO near the Czech airfield, Czechoslovakia. According to ‘Flying Saucer Review’ and the news from ‘Kridla Vlasti’: Commander Duchon was driving in his car to a certain airfield in Czechoslovakia to supervise night flying when the UFO appeared.

The Story

“At a distance of about 10 kilometers from the airfield, the engine of the car started to stall. Commander Duchon got out to look at it when suddenly they both caught sight of a light sapphire-colored band moving at great speed at an altitude of between 500 and 800 meters (they were able to judge the height by comparing it with the height of a nearby hill). The colored band remained behind for a few seconds in the wake of some unidentified object.”

"At first, they both thought it was one of their aircraft, but they very soon realized that there was no jet engine sound, the speed was far greater than that of a jet, and the luminous sapphire-green color did not correspond to the exhaust of a jet aircraft."

“When the men tried to start their car up, the ignition failed, and it was only some minutes later that they were able to get it going

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again."

"On reaching the airfield, they had a further surprise. No aircraft had landed there, but at 8:05 pm, a flaming ball [sphere] had appeared in the sky."

1. "Some of the pilots and ground personnel maintained that the UFO had rotated."
2. It performed its flight performance in: "complete silence and at a terrific speed flew over the airfield."
3. "It had then suddenly made a 90-degree turn and returned over the airfield."

"According to the radar operators, who registered it on their radarscope at an altitude of 1,000 meters on its return flight over the field, no existing aircraft could have executed such a maneuver. At the same time, they were able to fix its size as approximately twice the size of the largest known bomber (200 to 300 feet long)."

"The aircraft held in emergency readiness on the field received orders to take off but for some unknown reason was unable to do so before the object had disappeared from the radarscope and the horizon."

"A minute later, it was back again over the field at the height of 100 meters and remained motionless for two minutes (from 8:06 to 8:08 pm) above the runway. Then, in a fraction of a second, it accelerated to a fantastic speed and disappeared into the night."

"During those two minutes, the object was observed through binoculars by both control tower staff and anti-aircraft gun personnel, who, incidentally, received no orders-to open fire as the situation was so confusing. All these witnesses described the object as a disc or saucer, with a diameter of not less than 150 meters, with a glowing band around it. Unsuccessful attempts were made to contact it (the UFO) by radio in Russian and English and also in the international aviation code."[cclxvii]

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Illustration of Disc with glowing band

Navy reports UFO over Naval Air Station.

On July 10, 1962, a Navy man watched a group of S-2 Trackers in the landing pattern at the US Naval Auxiliary Air Station, New Iberia, Louisiana, when he witnessed a flying disc.

"Suddenly, a discus-shaped object came in very fast and low about 1,500 feet. It slowed over the area of the runway and hangar, and then went out of sight while climbing at a 20 degree to 30-degree angle."

The UFO "passed across the station heading northeast, and as it came directly ahead, the witness stopped the car to try to time it."

He shared: The UFO "was accelerating rapidly at this time, however. The only unusual feature of the object, aside from the fact that it was no conventional aircraft, was a rotating dome on top that appeared to be equally divided into two sections, one half light gray, the other half black. The estimated speed of rotation was about 90 rpm."[cclxviii]

Cigar ship UFO observes Navy AD-3's

The very same year, in 1962, a squadron of Navy AD-3's practicing combat maneuvers was approached by a cigar-shaped craft. According to AD-3 pilots, the UFO looked like a rocket craft that swooped down a thousand feet above the squadron.

The UFO then decelerated to the speed of the AD-3's and appeared to observe the planes. The Commanding officer of the squadron ordered the pilots to spread out and climb. It was then the UFO turned its tail away from the planes and shot upward with a burst of power into the sky, and disappeared.[cclxix]

Giant sphere over Iran

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CIA files indicate that four years later, on June 17, 1966, a witness described seeing a UFO during an international flight near Mehrabad International Airport, Tehran, Iran. The witness shared:

"Leaving an airport in Iran, I observed a strange phenomenon on the horizon on an international flight. As we approached the Rudashur beacon, located approximately 25 miles from Mehrabad International Airport, Tehran, we suddenly observed a brilliant white sphere approximating the coloration of the full bright moon.

The sphere-shaped UFO appeared suddenly, and at first, the sighting was approximately three times the size of a full moon. At that moment, we were flying at approximately 18,000 feet at a speed of 200 Knots. The sighting occurred just as we prepared to fly a circular pattern over the Rudashur beacon before descending to a lower altitude and heading for Mehrabad International Airport.

We observed the UFO throughout the time we circled the Rudashur beacon. During the 4 to 5 minutes that I watched, the UFO continued to grow in size, and its intensity diminished. Toward the end of this, the UFO became faint, and its normal size seemed to fill the sky. The base of the sphere appeared to rest on the horizon throughout the time it was observed, indicating that's the center of this sphere was rising during the time that it was expanding. The weather conditions were excellent, and the unusually clear sky afforded unlimited visibility."

"Another airliner at a slightly lower altitude also observed the phenomenon, and we exchanged remarks about it. On the landing at Mehrabad International Airport some 20 minutes later, we discovered that the phenomenon was not seen from the ground except possibly at the end of the day. The reason for its being obscured from the ground is attributed to the abrupt rise of the very high Mountain Range of the city in the direction of the phenomenon."

"I don't know what caused this strange occurrence which we observed. I have never seen anything like this before and the 20 years of flying experience. One idea advanced to me was that the sphere was a false moon and that such a phenomenon was seen near Rome, Italy. My feeling is that this fear was forced by gases emanating perhaps from a man-made explosion."[cclxx]

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Ramstein AFB sees saucers.

On July 18, 1967, during the evening UFOs, appeared all over Europe. One spokesman for USAFE headquarters in Wiesbaden, Germany, said the objects were reported shortly after midnight, and some of the objects had flames coming out the back of them. Personnel at Ramstein Air Force Base and Sembach Air Base also reported seeing UFOs.

Captain Williard of a Trans-Mediterranean Airways DC-6 said on approach to Zurich he witnessed a strange object at 9,000 feet. In France, people all over the countryside reported seeing cigar-shaped ships trailing a brilliant light.

In Italy near the French border, residents reported: "incandescent footballs" moving toward Switzerland at 2:20 am. The UFOs were all traveling in a formation. [cclxxi]

Fleet near the Norway Airport

On January 1, 1972, around 4:15 pm, Captain Karlsson piloting a charter vacation plane was coming into land at Bergen Airport, Norway, when he spotted seven white objects in a formation at 70,000 feet. The 124 passengers on the plane also got a glimpse of the UFOs.[cclxxii]

UFO over the Turin runway

On November 30, 1973, at 7:00 pm, Richardo (Riccardo) Marano was piloting a Piper Navajo when the Control Tower contacted him about a UFO (the size of a DC-8) hovering over the runway at Turin, Italy. As his plane approached Turin, he saw an enormous glowing globe-shaped object. It had turned from violet to blue to red. The UFO moved as if it knew the plane was approaching.

It was assumed the occupants onboard the craft saw the small plane approaching. The Tower asked Marono to follow the UFO. However, the UFO gave a burst of speed and took off at an estimated rate of 3,500 mph.

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A second DC-9 was coming into land (Captain Mezzalani), and he was asked to chase the UFO. The UFO, however, executed 90 degree turns and departed the vicinity.[cclxxiii]

Update on the Turin UFO case 1: As Marano was about to land, the control tower radioed information of an unidentified flying object 1,200 feet (365 meters) up and over the runway. Marano aborted the landing and flew towards the object, but it zigzagged away in a non-ballistic motion quite beyond the capabilities of any aircraft.

Given the distance, it covered Marano estimated the UFO to be moving at approximately 3,100 miles (5,000 km) per hour. The UFO was detected on the airport radar, on military radar, and visually sighted by two other pilots and several civilians at the airport.[cclxxiv]

An egg-shaped craft was seen over Military Base.

On August 23, 1976, around 10:15 pm, three military dependents at a US Air Force Base in Germany reported seeing a bowl-shaped UFO hovering about 200 to 300 yards above the ground.

According to the 'Stars and Stripes,' the children said the UFO looked like an upside-down Volkswagon hubcap. They said it had one yellow light to two red lights on its side and a flashing red light on its bottom.

The next day (24th), another military dependent from the balcony of her home saw a flashing green object with a red flashing red light on its bottom. She ran to get her binoculars and saw an egg-shaped craft with a green glow around it. She reported the incident to the air police. The Air Force said no planes were in the area at the time. [cclxxv]

UFO at Airport

That same year on October 17, 1976, at Akita Airport, Japan, 10:40 am, a brilliant golden disc hovered south of the airport for five

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minutes, beginning at 10:40 am. The glowing object was observed by control tower personnel and an airline pilot preparing for take-off.

Kenichi Waga, telecommunications officer in the control tower, said: "It was disc-shaped, larger than a car, but smaller than an airplane."

Captain Masara Saito, 34, Toa Airlines pilot, was preparing to take off when he noticed "a strange-looking disc-shaped object 5,000 feet (1,500 meters) from the ground. He said: “It was something I had never seen before." Tazawa Takumi, air traffic controller on duty, who observed the object through binoculars, said it looked like "two plates placed together, with the top one inverted." The witnesses prepared a drawing of a typical disk-shaped object for their report. The unidentified object finally flew away toward the sea.[cclxxvi]

UFO over NATO Base

The next year on July 1, 1977, US soldier James Blake at the NATO base at Aviano, Italy saw a very bright light hovering over two military aircraft; this was corroborated by other personnel on the base. The UFO was 150 feet (46 meters) in diameter. The craft was spinning, had a dome on top, and showed off varying colors from green through to red.

During the one hour in which the object remained at the base, there was a total power blackout. This was corroborated by an independent witness living nearby who noticed that the base was in darkness, which was something he had never seen before.'

The witness also noticed a mass of light low over the base. Just a few seconds after the object flew away beyond the mountains; the base lights came back on in a mysterious fashion. The official explanation of the encounter was that it was no more than the moon's reflection on the low cloud. [cclxxvii]

Update on the Aviano UFO case: A UFO descends over a NATO base in Aviano, Italy, around 3:00 am. In a NICAP report,

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electronic alarms suddenly sounded at the NATO base and the 40th Tactical Group headquarters.

Something had set off the magnetic and motion detectors in the high hurricane-type fence protecting the Victor Alert compound. This facility housed fighter aircraft, crews, maintenance, and support personnel. Simultaneously a power outage occurred at the Victor Alert facility, and though a backup system immediately kicked in, minor power fluxes went on for the next 15 to 20 minutes.

Soon security personnel reported a strange light display off to the northwest, off base, perhaps 200 meters beyond the fence line, over a soybean field. A luminous round object with a dome hovered above a NATO base security zone, spinning; changed color emitted a sound like a swarm of bees.[cclxxviii]

UFO at Fiumicino Airport

In Italy on November 12, 1979, six Air Traffic Control operators and two military personnel of the Italian Air Force watched a large red-orange globe fly silently west to east across runway No: 1 of the Fiumicino Airport.

The globe-shaped UFO was one of three which descended toward the ground. The UFO disappeared off the eastern horizon before it posed a threat to descending aircraft. “Captain Alberto Bottai, vice secretary of the professional association of air traffic controllers, stated that there was no radar confirmation of the incident, but he acknowledged the competence of the eyewitness.”[cclxxix]

UFO halts air traffic – Bogota Airport

On April 2, 1989, a UFO suddenly appeared over Bogota's international airport of Eldorado in the Colombian capital. The presence of the unidentified flying object quickly motivated control tower operators to inform in-bound planes of the presence of potential collision.

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Inbound aircraft preparing to descend into Bogota International airport were diverted to other airports for safety reasons.

Several passengers affirmed the UFO's presence, including Teresa Sanchez, who stated that the captain informed the passengers the plane had changed its course due to a UFO presence.

Air traffic controllers later confirmed the object was detected and tracked on radar as it flew over. The airport returned to normal activities after the incident.[cclxxx]

Russian Military
confirms UFO over the airport.

On October 21, 1989, a CIA report confirmed hundreds of residents reported observing a UFO in Omsk. A report by an authoritative military officer, Major V. Loginov, stated: "I must tell you straight off that radar did not detect this object, and so I am reporting visual observations."

"The UFO was passing over at an altitude of several kilometers. The visible shining sphere appeared to be about 1 ½ times as large as the moon's shape in the night sky. This sphere produced very bright beams of light. The object was in the field of vision for about five minutes hovering over the city airport before descending a little."

"The UFO turned off its beams of light for a brief while, and a whirling plume trail instantaneously appeared around the shining sphere. The UFO then receded rapidly in a direction from the northwest to the east while other plane flights were being carried out by a neighboring airport."

Pilots were able to observe this phenomenon visually but could not detect it on their radar screens. This object was immediately reported up the chain of command to colleagues in the Altay Kay area in which the object flew.

Within five minutes, our colleagues contacted us they had a visual observation. That meant this sphere covered a distance of 600 km at a speed of 7,000 kilometers per hour.

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According to Loginov, all observations indicated the sphere was a UFO being controlled by some kind of intelligence, which was not made by some anomalous atmospheric phenomenon.[cclxxxi]

Over Heathrow

On April 11, 1991, an Alitalia MD-80 approached Heathrow Airport for landing when it encountered a UFO. According to radar reports, the UFO was detected and crossed the path of the MD-80. According to thetelegraph.co.uk,' specific facts came out of this encounter.

1. The UFO was "detected on the radar";
2. The UFO “passed in front of the nose cone of the MD-80”;
3. The UFO was “about 10 feet long”;
4. It was “shaped like a cigar”;
5. It passed "within 300 meters of the plane."

The ‘telegraph.co.uk’ says: “The 10-foot-long UFO came so close to the airliner that Captain Zaghetti shouted, "Look out! Look out!" to his co-pilot, who also spotted the object. Captain Zaghetti told Italian newspapers, recalling the incident over Lydd, Kent, in 1991:”

“It could have caused a terrible accident. If you're flying at 700 kilometers an hour, hitting an object of 1kg is like hitting something which weighs 700kg.”

“The UFO was seen on radar by air traffic controllers at Heathrow, who were guiding a British Airways flight to land. Captain Zaghetti asked the control tower: "Do you see something behind me?"

Twenty or 30 seconds later, Heathrow officials affirmed that there was an object near the airliner. The incident was described in MoD files released this week by the National Archive. Defense

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officials ruled out the possibility of the object being a British or American missile and said the sighting had no rational explanation."

“In the absence of any clear evidence which could be used to identify the object, it is our intention to treat this sighting like that of any other unidentified flying object," the MoD concluded.”[cclxxxii]

UFOs at Airport in Uruguay

On October 19, 1991, the control tower operators at Carrasco, the main airport, reported a luminous Aerial phenomenon. According to the report, this was the second UFO full alert in 10 days by control tower operators.

Control tower operator Luis Otegui said, he saw intense light in the sky at an altitude of 215 meters (820 feet) at a distance of one mile. Otegui believed the object was a plane requesting permission to land; however, it did not appear to be registered when looking at their radar scopes.

The chief of the controllers at the airport, confirmed Omar Vera, had captured videotape footage of UFOs appearing on radar and trying to communicate with the tower via luminous signals.

This UFO footage was shown on local television programming in Uruguay. According to the report, the two UFOs just missed colliding with a local plane en route to Buenos Aires and responded with luminous signals to the tower's messages.[cclxxxiii]

UFO at Manchester

On January 6, 1995, a Christmas tree (cone-shaped) object was seen by pilots and crew aboard a Boeing 737 British Airways Flight BA5061 from Milan, Italy, while on a descent in Manchester, England, at 4,000 feet over the southern Pennines.

The pilots affirmed the UFO suddenly appeared to be only meters in front of the airliner, and the co-pilot instinctively reacted by ducking down inside the cockpit. The UFO had small lights, made no attempt to change course, and made no discernable sound or

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turbulence. The UFO was later determined to have not appeared on radar.[cclxxxiv]

At New Delhi

On April 8, 2000, at 11:55 pm, a yellowish-orange cigar-shaped UFO approached Gandhi International Airport in New Delhi, India. The UFO reportedly flew at a high altitude, halted over a cargo terminal, hovered, descended, wobbled, then vanished.[cclxxxv]

Barnaul Airport in Siberia shut down.

In January 2001, ‘Agence France Presse’ reported that the Barnaul Airport in Siberia was shut down for over an hour when a luminescent object hovered near a runway. The crew of an Il-76 cargo plane looked down the runway length and saw a glowing object. The pilots elected not to fly that day and were later questioned about the incident. Initial follow-up interviews concluded it might be “natural or the Moon or Venus.”

“However, it was interesting to note another plane coming into the airport noticed the same UFO and was, therefore, diverted to a different airport. The UFO took off and vanished from the airport 90 minutes later.

Two different angles, two different crews, the same conclusion – "avoid the object.”[cclxxxvi]

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Chapter 8: FBI and CIA know UFOs visit Atomic and Top-Secret Sites

Sighted In New Mexico

Army Officers Believe 'Saucer' Space Ships, Seen at White Sands Proving Ground

August 31, 1949, The Austin American, Austin, Texas

For National Security reasons, the CIA files did not release UFO reports over AEC nuclear facilities and sensitive military sites worldwide. Yet, in many of the following UFO reports in this chapter, the CIA representatives confiscated the witnesses' film and documentation.

When President Gorbachev came to power in Russia, some KGB UFO files became declassified, revealing alien crafts [filmed by MIG jet fighters] hovering over Russian Atomic power plants and top-secret missile launch facilities.

Yet, none of the recently released CIA files reveal these UFO cases. Some of these UFO reports came from the declassified KGB files, while others were shared in Russian newspapers and journals.

All UFO reports reveal UFO pilots are interested in monitoring our top-secret military facilities and nuclear stockpiles. Researchers believe extraterrestrials are interested in monitoring planes capable of carrying nuclear warheads (B-2 bombers, etc.) as well as the contents and payloads in our nuclear stockpiles.

In the 1950s, the US Air Force completed a study revealing the UFOs / UAPs were examining the nuclear capabilities at Los Alamos, New Mexico, and Oak Ridge, Tennessee, and other production facilities.

This report revealed that over 25% of all US UFO sightings occurred at military bases and sensitive military installations (e.g., nuclear bomb stockpiles, top-secret facilities).

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Since the 1960s, UFOs have been heavily involved in monitoring Nuclear Weapons Storage Facilities at U.S., British, and Russian military sites. These sites include the Army, Air Force, and Naval centers. A well-known case is a British / American Base (Bentwaters), where a UFO was seen monitoring a weapons storage facility over several evenings back in 1980.

Though much of the information remains classified, the frequency of UFOs visiting Russian, Chinese, and British military bases, in all likelihood, is probably the same as the United States. The KGB files prove the point that their facilities experienced UFO aerial intrusions as much as the US.

As long as humans are building new technology, it seems logical; the visitors will continue to monitor man's developments in nuclear and atomic capabilities.

UFO mothership hovers over Atomic Plant

U.S. Navy Grumman F6F-3 Hellcat, [cclxxxvii]

In what should have been a CIA declassified file was the appearance of a UFO over the Washington State Hanford Plant in July 1945. All atomic (Nuclear) plants came under the auspices of the Atomic Energy Commission (AEC).

In July 1945, US Navy Pilot Rolan D. Powell and several other pilots took to the skies in their F6F (Hellcat) jets from the Naval Air Station, Pasco, Washington, to chase a large unidentified flying object near the Hanford Atomic Plant. The story is as follows:

Around noon, a radar site picks up a fast-moving object that comes to a complete stop over the Hanford plant. The pilots are scrambled to the ready room for briefing before taking to the skies. All

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they know is a large unidentified flying object is now hovering over the atomic plant.

As the planes roll down the runway and take to the skies, the pilots see their target over 60 miles away. A bright saucer-shaped UFO was hovering in the sky as if its occupants were looking at the plant. The pilots interacted on their radios:

One pilot yelled: "What the hell is that?"

Another pilot said: "Nothing I've ever seen before."

Rolan informs control tower, the UFO is high above the plant. The orders are to go higher in their F6F jets.

Rolan (Powell): "If we go much higher, we can ruin these engines."

Control Tower Orders: "Blow the engines if you have to, but use full military power, full-throttle injection, maximum, continuous. Go for it!"

The F6F jets at full throttle are unable to reach the high hovering craft. The pilots become confused as the UFO makes no overt movement, has no beacon lights on its surface, and just sits there in mid-air. Several of the Hellcats had to return to base as their engines failed and fuel became low. There was nothing they could do but give up the chase.

In a debriefing exercise back at the Naval Air Station, the pilots described what they saw. The UFO:

1. was a mothership, the size of three US aircraft carriers' side by side (3,000 feet long);
2. was oval in shape;
3. was streamlined like a stretched-out egg;
4. was pinkish in color;
5. was hovering at 65,000 feet; and

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6. emitted some kind of vapor around the outside edges from portholes or vents.

The pilots speculated that the vapor, being discharged from the UFO, was to form a cloud for disguise.

The UFO remained above the Hanford Nuclear Reactor for an additional twenty minutes. It was then the UFO shot up vertically into the sky and disappeared.[cclxxxviii]

100 Men report mysterious object over Honolulu

In this next case, no CIA or US Naval Intelligence news release was found in the files describing the UFO encounter with Pearl Harbor sailors.

On July 8, 1947, at 5:30 pm (HST), over 100 men reported they saw a mysterious object "silver-colored, like aluminum, with no wings or tail" sail over Honolulu. It was reported the UFO was traveling at a rapid clip. Five of the men, familiar with weather balloons, swore the object was not a balloon.

Admiral William H. Blandy, commander in chief of the Atlantic fleet, said: "Like everyone else, I am curious about the reported flying saucers, but I do not believe that they exist."[cclxxxix]

Update on the Hawaii UFO case: According to another report, US Naval Intelligence officers investigated 100 navy men's claims that they saw a mysterious object "silvery colored" like aluminum with no wings or tail. The object sailed over Honolulu yesterday at a rapid clip in the afternoon. According to Admiral Blandy: "It moved extremely fast for a short period, seemed to slow down, and then disappeared high in the air." Other witnesses confirmed the object traveled strangely, at times with bursts of speed on a level path, then switching to zig and zag movements.[ccxc]

Neubiberg Air Base / Germany:

During 1948, writer Charles Harnett of Kaiserslautern, Germany, noted the following Neubiberg sighting: "On October 29,

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1948, newspapers throughout Europe reported this sighting[s] near Munich.

These reports touched off a chain of speculative comments among astronomers and scientists on the continent, who variously claimed that the objects were from Russia or outer space. Few seemed to regard them as products of the United States."

"In November of 1948, reports came in from Denmark that unidentified flying objects had been seen at Skagen, Northern Jutland. These flying objects were described as missiles which passed over Skagen at high altitude and disappeared northward over Skagerrak, Norway."

“A Danish coastguardsman allegedly saw one disc-like object moving northward at 15,000 feet altitude and then, through binoculars, observed a second 'shining like silver disc traveling in a different direction.' Scores of eyewitnesses corroborated the incident.”

The newspaper article states: "Five US Air Force pilots reported they observed a mysterious silvery object hanging high in space over Neubiberg Air Force Base for more than 30 minutes, then disappearing with terrific speed. The same object was spotted by some days ago by another group of pilots." [ccxci]

"UFOs are observing our Defenses."

On December 13, 1948, Missiles Division expert Mr. J. E. Lipp prepared a 7-page report to General Putt (Director of Research and Development), explaining why he believed most UFO sightings were in the United States.

Mr. Lipps’ assumption: Lipp believed UFOs frequent the United States more than any other country, and because of this, he assumed they were most likely of "earthly origin."

Mr. Lipps’ Theory: Lipp then came to the following conclusion: "Only one motive can be assigned; that the space-men are "feeling out" our defenses without wanting to be belligerent. If so, they must have been satisfied long ago that we can't catch them. It seems fruitless for them to keep repeating the same experiment".

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Mr. Lipp addresses these spacemen's arrival in rocket ships as opposed to other designs (discs, eggs, cigars, etc.).

In his report final report, Lipp struggles with the reality of UFO maneuverability, fuel reserves, and the frequent appearance of these crafts near humans on earth. Though he acknowledged the potential of a super-race of humans with "motherships," Lipp appears stuck in the present-day propulsion methods of 1948.

I was able to uncover that Mr. Lipp was not aware of the list of UFO sightings over the world, revealing countries having a large influx of 1930's sightings throughout Asia (e.g., Japan, India, China) and other parts of Europe.

Mr. Lipp not knowing about the frequent intrusion of UFOs in the skies over Asia, reveals that we can only make informed decisions about life on what we know. If we do not know a phenomenon is real, we do not consider it a factor in our daily decisions. Lipp was under the impression the large influx of UFOs was in the United States, but this was not the case.

The influx of UFO sightings was happening all over the world. The only hold back for accessing the actual statistics today is that most people were afraid to tell authorities about what they saw. Back then, if you shared something like a UFO sighting, they might send you to the "looney bin."[ccxcii]

Why did the government keep the coverup?

In 1949, the UFO sightings increased over sensitive military sites such as Los Alamos in New Mexico, Oak Ridge in Tennessee, and Fort Hood, Texas. The government had a clue but continued to establish hard scientific data to support their conclusions. Yet why would they need this information if the recovered alien craft in New Mexico of 1947 was already known? Unless the recovered craft remained "classified," no one in the US Army, Air Force would know about UFO reality and the alien pilots.

UFOs appear over AEC plants.

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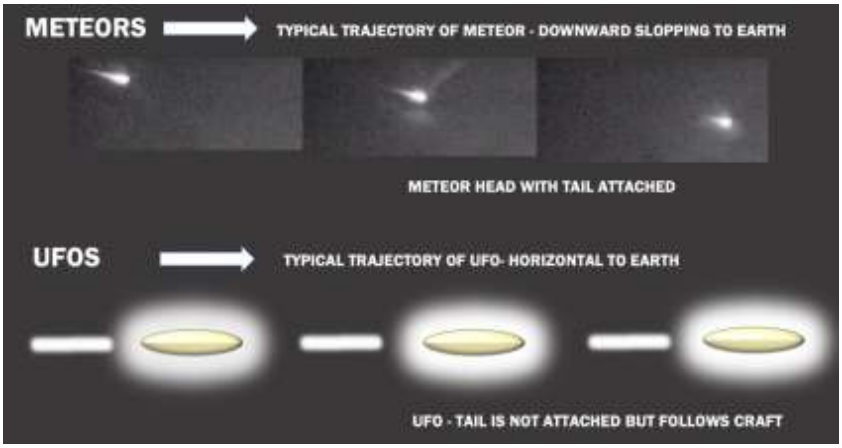
On February 16, 1949, Astronomers and Army Military officials gathered at Los Alamos, New Mexico, to discuss the subject of green fireballs (UFOs), which some believed to be extraterrestrial. Others in attendance of the meetings believed the objects were extraterrestrial but of a natural phenomenon (e.g., meteors).

Present at the meeting were members of the 4th Army, Commander Mandelkorn (AFSWP), Mr. Maxwell (FBI), scientists from the University of California, and several officers from the USAEC and SFOO. According to the experts involved, these flying objects did not follow typical meteor or comet characteristics. The characteristics were quite different than the normal meteor as follows:

FIRE BALL (UFO) CHARACTERISTICS	METEOR CHARACTERISTICS
Color: Bright Green	Color: Multi-colored
Travel: Flat Horizontal Trajectory	Travel: Downward Trajectory
Tail / Trail: Usually None	Tail / Trail: Sparks, flares, rocks and debris
Speed: 500 to 2,000 mph	Speed: 25,000 mph
Noise: Silent or Humming	Noise: Sonic Boom


METEORS
TYPICAL TRAJECTORY OF METEOR - DOWNWARD SLOPPING TO EARTH
METEOR HEAD WITH TAIL ATTACHED
UFOS
TYPICAL TRAJECTORY OF UFO- HORIZONTAL TO EARTH
UFO - TAIL IS NOT ATTACHED BUT FOLLOWS CRAFT

The military files reveal Dr. Lap, and Dr. Menzel found the phenomenon "puzzling." Following this meeting, another conference took place on November 3, 1949, at the Pentagon.

At this meeting, more UFOs and "Fireball" cases were showing up over our Atomic Energy site at Alamogordo, New Mexico. The most common question posed: “why do these objects show up over a secret installation?”[ccxciii]

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Commander McLaughlin, UFO near balloon

A few days later, on April 25, 1949, Navy Personnel reported another flying disk incident in the US. The initial story behind this discussion comes from an Article published in ‘True Magazine’ in 1950. Commander Robert B. McLaughlin, USN, had been stationed at White Sands. As the article portrays, Navy men and scientists released a balloon and followed it through a theodolite telescope. They then observed an unusually large spacecraft approach the balloon. The characteristics of this sighting were:

1. the object was elliptical,
2. it was estimated at 105 feet in diameter,
3. it was flying at an altitude of 56 miles,
4. the speed was approximately 5 miles per second,
5. during its flight, it swerved abruptly upward, suggesting G forces of 20 or more,
6. it was in view for 60 seconds,
7. the color was flat white,
8. it left no exhaust trail and no evidence of propulsion,
9. it had no sound,
10. it moved against the direction of the wind.

A common citizen, may ask, "what was it?". We know it could not be a balloon as the scientists were already watching the balloon. We know it was not weather phenomena as that was already discounted. We know it was not a planet or star as these objects move slowly with the earth's azimuths. The planets and stars also do not "bob up and down" and display significant G forces. Commander Robert B. McLaughlin then shares:

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1. "I am convinced that it was a flying saucer and, further, that these disks are spaceships from another planet, operated by animate, intelligent beings."
2. “I think that the saucers are piloted spaceships, first because of their flight performance.”
3. "This extreme maneuverability-plus their large size eliminated for me the likelihood of there being operated by remote control.
4. “their behavior would indicate that they are interested only in observing us.”
5. “I must suggest that they are considerably smaller than we are.”[ccxciv]

UFO filmed at White Sands, New Mexico

On May 29, 1950, military movie cameras (Cinetheodolites) at two separate tracking stations film two UFOs traveling over White Sands Proving Ground, New Mexico. The UFOs were tracked speeding along at 2,000 miles per hour.

According to the author and researcher Timothy Good in his book ‘Beyond Top Secret,’ the **CIA borrowed the film** from the military for study. It is unknown but assumed the CIA withheld this information from the public because of national security implications.

Mr. Good also explains, though the military captured the initial evidence, it was borrowed by the CIA for study. This would be the second copy of the movie film on two separate events (April and May 1950) that the CIA would confiscate or study such material. [ccxcv]

Comment | This action (confiscating photographs) directly conflicts with their website's position that they had no interest in UFOs in the 1950s.

30-foot diameter UFO at the missile range

At Alamogordo, New Mexico, on April 27, 1950, a UFO visited Holloman Air Force Base.

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Dr. Bruce Maccabee wrote a fascinating write-up on a Project Twinkle project. In his write-up of the event, Maccabee shares:

"Dr. Mirarchi visited Holloman Air Force Base in late May 1950 and requested a brief report on sightings which had occurred on April 27 and May 24."

Maccabee states: "Dr. Anthony Mirarchi was not the average scientist. In early 1950 he was the Chief of the Air Composition Branch at Geophysical Research Division (GRD) at the Air Force Cambridge Research Laboratory (AFCRL) in Cambridge, Mass. Twinkle began as Dr. Mirarchi's project". Dr. Bruce Maccabee pointed out the following facts of these sightings:

April to May 1950: "Sightings were made on April 27 and May 24, 1950, of aerial phenomena during morning daylight hours at this station". While engaged in tracking regular projects with Askania Phototheodolites, the scientists made the sightings. "It has been reported that objects are sighted in some number; as many as eight have been visible at one time."

The sightings and film were taken at film station P10. Facts surrounding the discs observed on April 27, 1950, at Holloman following MX776A test are as follows: The discs:

1. "were at an altitude of approximately 150,000 feet";
2. "were approximately 30 feet in diameter.";
3. "were over Holloman range between the base and Tularosa Peak";
4. "were traveling at an undeterminable, yet high speed."

Dr. Bruce Maccabee found two other statements from letters written between the Directorate of Intelligence and the Research Division of the Directorate of Research and Development in February and March 1952. These important statements are:

1. "The Scientific Advisory Board Secretariat has suggested that this project not be declassified for a variety of reasons, chief among which is that no scientific explanation for any of

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the ‘fireballs' and other phenomena was revealed by the (Project Twinkle) report and that some reputable scientists still believe that the observed phenomena are man-made." (February 1952)

2. "It is believed that a release of the information to the public in its present condition would cause undue speculation and give rise to unwarranted fears among the populace such as occurred in previous releases on unidentified flying objects. This results from releases when there has been no real solution." [ccxcvi]

The blue book files had an extract from Officer Ruppelt, which mentioned: “Shortly after a missile was fired and had soared into the stratosphere and fallen, someone spotted an object in the sky. The theodolites were hooked up through an intercom system, and several stations were instructed to try to get pictures.”

Unfortunately, only one camera had film. The pictures showed a smudgy, dark object, not well defined. It was moving”. [ccxcvii]

Regarding the other camera, Timothy Good points out in his book ‘Beyond Top Secret’ that Todd Zechel claimed the **CIA's Office of Scientific Intelligence Office had these images**.

If the CIA had this evidence at one time, it is not on their website. The website is more of a flat denial to the public it was ever involved with UFO studies other than collecting articles on the subject. We know this is not true as Rear Admiral Hillenkoetter (former CIA Director) was very involved with educating President Truman on the Phenomena. [ccxcviii]

FBI director concerned about AEC Facilities

On October 18, 1950, a memo was sent to the FBI director stating that unidentified flying objects were detected in US Air Space hovering over the sensitive installations at Oak Ridge. The confirmation of such objects was confirmed via radar detection.[ccxcix]

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FBI interviews UFO witnesses
AEC Facility, Oakridge, Tennessee

On October 24, 1950, at 6:23 pm (1823 hours), FBI documents showed several visual sightings at Oak Ridge and a radar track at Knoxville Airport Radar Site.

An unidentified object appeared at 6:30 pm at an altitude of approximately 5,000 feet in the same general vicinity as the object observed by Fry. The radar target disappeared at 7:20 pm. The complete radar report to the CIC investigator says that targets appeared at 6:23 pm moving over the restricted flight zone, and at 6:26 pm, a fighter was scrambled to the area of the targets but failed to see anything.

At 6:45 pm, Mr. William Fry, Assistant Chief of Security at NEPA Division, Oak Ridge, noticed objects in the sky while at a Drive-In Theatre with his wife and child at Oak Ridge. In the FBI report, he states he first thought he was looking at a star and knew it was not an optical illusion. He then heard an F-82 fighter heading for the Oakridge area from McGhee-Tyson Airport. He and his wife confirmed the object was changing colors.[ccc]

At 6:55 pm, Air Force Major Lawrence Ballweg, NEPA Division Oakridge, saw an object from his residence. He used his binoculars to see the object and noticed it was over a telephone no more than 100 yards from his home. The object was changing colors from red to blue to white. He was first drawn outside when he thought he heard a plane fly over his home. The object was moving slowly in a northwest direction. During this time, his wife also saw the object. The object disappeared at 1920 hours, which also corresponded with the loss of the object seen by Mr. Fry. A report was made October 25, 1950, and sent to the Third Army, Ft McPherson (GA), AEC Sec Division, Oak Ridge, FBI at Knoxville, OSI at Knoxville.[ccci]

FBI memo on Air Force radarscope picked up UFO

The following case does not appear in Project Blue Book but is revealed in an FBI document that the NICAP research organization

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discovered. It is summarized here:

On December 20, 1950, at 1247 hours (12:47), the 663rd AC & W Squadron logbook revealed, McGee Tyson made an intercept of a flying object over Oak Ridge Controlled Area.

"Radar picked up the small image of the object and vectored F-82 to the object. The object had been moving slowly orbiting a small smoke cloud. At 0832, the AEC reported aircraft over the Northeast with no paint on the object."

"Then at 0845, they had contact with the object on Radar but then lost contact. Fighter intercept was attempted with no result." NICAP team shared this sighting was not in the Blue Book records. [cccii]

UFO Photo equipment installed

In 1952 the US government ordered 200 wide-angle lens cameras installed at military bases and nuclear plants to capture photographic evidence of the flying objects.

Photographic evidence of UFOs remains "classified" despite being funded by American Taxpayers. In a press conference, Major General John A. Samford informed the public the unique cameras were equipped with special grids that tell whether these objects produce their own light burning gas or other fuels or whether they are a reflection.

These cameras would maintain continuous photographic coverage of the skies. The American public to this day has never seen one photograph from these special cameras.[ccciii]

Update on the UFO cameras: On December 1, 1953, the US Air Force announced it was installing diffraction-grading cameras at military bases around UFO hot spots:

In **Texas**, the cameras were installed at:

1. Biggs Air Force Base (El Paso),
2. Ellington Air Force Base (Houston),

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3.Brooks, Kelly and Randolph Air Force Bases (at San Antonio),
4.Goodfellow Air Force Base (at San Angelo),
5.Perrin Air Force Base (at Sherman),
6.Reese Air Force Base (at Lubbock) and San Marcos field.

In **New Mexico**, the cameras were installed at:

1.Clovis Air Force Base (Clovis),
2.Walker Air Force Base (Roswell) and
3.Holloman (Alamogordo).

According to the Air Force release, the cameras have dual lenses. One lens is designed to break down the spectrum lights that show up on film and identify the lights' nature and source. According to the news article, the cameras do not operate automatically. Pictures must be taken after UFOs have been discovered in the sky either by Radar or by ground observers.[ccciv]

CIA: - UFOs at Vital U.S. installations:

On November 25, 1952, a CIA document revealed the following: "Recent reports reaching the CIA indicate that further action was desirable and another briefing by the cognizant A-2 and ATIC personnel was held on November 25."

“At this time, the reports of incidents convince us that something is going on that must have immediate attention. The details of some of these incidents have been discussed by AD/SI with DDCI. Sightings of unexplained objects at great altitudes and traveling at high speeds in the vicinity of major U.S. defense installations are of such nature that they are not attributable to natural phenomena or known types of aerial vehicles.” [cccv]

UFO follows Missile at Launch
All Recordings “confiscated and classified."

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In 1955, investigator Paul Cerny shared another UFO encounter at White Sands Proving Ground, New Mexico. According to the UFO research newsletter (Gordon Lore), a modified German V-2 was prepared for launch. As is usually the case in early rocket testing, the film crew were on hand, Radar and telemetry experts were on their equipment.

Cerny shares: "As the large missile fired and began to rise from the launching pad,' Cerny wrote in his report, 'a small football-shaped object about as large as the diameter of the missile suddenly appeared out of nowhere and positioned itself a few feet above and ahead of the rocket. This object, seen visually by the ground crews and other personnel and recorded on movie film, maneuvered in this approximate position ahead of the missile on its way up into the sky and out of sight." Furthermore:

The incident was hushed up, and the authorities confiscated the films in command of the launch facilities."[cccvi]

200 Naval Officers Report Discs

Between April 30 – May 4, 1956, Captain Thomas Andrews, Vice Commander of Pacific Missile Range, and two hundred Navy Officers observed a UFO at White Sands, New Mexico. He shared his story with researcher Professor Dr. James E. McDonald at Pt. Mugu Naval Air Station.

UFO present during Aerobee launch malfunction: In the spring of 1956, he [Andrews] was up at White Sands for some Aerobee rocket demonstration firings, along with the other 200 Naval officers.

"It was sometime in the week of April 30-May 4, 1956. Just after an Aerobee launch had malfunctioned, all hands were looking up, someone spotted the UFO, and soon all 200 officers, plus White Sands range personnel, were intently observing the object."

"Captain Andrews said the UFO was about one-fourth the angular diameter of the moon, round in apparent cross-section during most of the observation, and metallic in appearance 'like a shiny aluminum ball."

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"It (the UFO) was stationary, as nearly as they could see, and soon several persons had stuck twigs in telephone poles to line up with crossbars to crosscheck the lack of motion, confirming it."

"Although it remained without any perceptible motion for a time that Andrews said extended ultimately to about four or five hours, at one phase in the first hour or so that they were watching it rather carefully, it changed planform (changed shape) from round to cigar-shaped for about 20 minutes."

“He said it was as if it were a disc and tipped on edge, so that they saw its cross-section for 20 minutes, although that was merely a way of confirming the described shape-change.”

“He said that, when the group was back in buses and heading down to Ft. Bliss, they periodically craned their necks to look out of the bus windows and, as nearly as they could tell, the object hadn't changed its relative position in the sky for about four or five hours.”

“Its large perceptible angular diameter and lack of motion completely rule out Venus, a fireball, or any such celestial object.”

Dr. James E. McDonald said: "The shape-change, in his opinion and mine, rules out anything like a balloon, as does the lack of motion for a great length of time. I asked him if Radar or optical-tracking was employed, and he said that all of their questions on that point never met with any clear-cut answers, so he does not know." [cccvii]

UFO Landing

Several months later, in September 1956, two Air Force Colonels observe the landing of a spaceship at White Sands. According to author Timothy Good, the ‘Santa Anna Register’ reported in the early morning hours; several military personnel saw a domed, disc-shaped craft land at the White Sands Proving Ground. Witnesses included two Air Force Colonels, two sergeants, and base personnel. The object touched down then took off.

CIA officials and Air Force personnel were have said to have interviewed the witnesses and sent a message to the Pentagon stating that the object was "definitely not any type of aircraft under

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development by the US or any foreign terrestrial power." If this story is true, it was not located in the Blue Book Files or the recently released CIA documents. [cccviii]

UFO lands at Deerwood Nike Base

On September 29, 1957, Ted Zachary, in his article '**The CIA Has proof that UFO's Exist**,' mentions that there is "evidence obtained from an incident at Deerwood Nike Base, Maryland, in September 1957."

Also, we have other testimony that a UFO crashed and took off at the Deerwood Nike Base in Maryland. According to a witness, a UFO descended hit the ground, and as it rose, a piece of the ship came off and was confiscated by the US Army. This revelation was revealed during the Disclosure Project in 2001.[cccix]

Update on Deerwood Nike Base UFO case 1: When an Army private reported the "crash landing" of a strange object near a NIKE anti-aircraft site only seventeen (17) miles from Washington DC, it caused considerable activity by the Air Force. A team of twelve men conducted 1) an investigation and 2) a ground search. Nothing was found, and it was determined that a meteor had triggered the excitement. The reports conclude the "crash" part was just the soldier's imagination.

Two soldiers confirmed a wingless teardrop-shaped object landed and took off near one of the Nike batteries. Pvt. Jerome A. Scanion and Sgt. Riney Farriss and others of the 4th Missile Battalion said the object had a ball-like nose, tapering to a blunt tail without propellers or wings. The men were stationed at Deerwood, MD, about 17 miles from Washington, DC.

According to Scanion, it was about 5:30 am when he heard a humming noise above him. "When I looked up, there was this thing only about 100 yards (300 feet) up moving very slowly. It had no markings on it.

"It skittered over the treetops breaking branches and then landed, sending up a shower of sparks and casting a weird glow over the whole area."

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"By the time we got to the spot, the craft was gone, but broken branches were strewn around, and there was a scorched strip on the ground for half a mile."[cccx]

Update on Deerwood Nike Base UFO case 2: According to the research group APRO, the Air Force sent two teams of twelve investigators (24 people) to the crash site and came up with several theories;

The witnesses saw a meteor.;

- This story failed when the witness came forward, Lt. Platt, who also watched the object land. He mentioned meteors do not land and take off into the sky.

The witnesses saw the welding torch from electric headlines being repaired by the Potomac Electric Power Co.;

- This story failed when the Potomac Electric company denied they had crews working at that time.[cccxi]

Comment: This case was never solved. To this day, we have to ask why the Air Force would send out two teams of 12 people (24 in total) to investigate one fallen meteor case?

UFO followed Polaris Missile

On January 10, 1961, a Polaris Nuclear-Armed Missile was launched from Cape Canaveral, which a UFO then followed.

The disc was reportedly 20 to 25 feet in diameter and 6 to 10 feet at its center. In his book 'Flying saucers –serious business,' Frank Edwards mentions some of the following points of this launch.

Information from the official tracking log reflects that while the missile was still climbing, an "unidentified object" approached and traveled with our missile.

According to reports, the UFO was larger and had a stronger radar signature, and as such, the tracking devices on the ground latched on to it instead of the rocket.

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According to Frank Edwards recounting the story, it took technicians 14 minutes to get the tracking devices off the larger spacecraft onto our smaller missile. This event was never announced to the public or found in the Project Blue Book records but announced in 'True Magazine'.[cccxii]

Comment: A similar UFO following a missile launch occurred at Vandenberg Air Force base several years later and was tracked on motion picture film and Radar. The UFO deactivated the warhead and destroyed the rocket.

UFOs recorded at Cape Canaveral Rocket Launch

This next case comes to us from 'The UFO Investigator'; it is not found in Project Blue Book. On March 18, 1963, a Minuteman Missile was launched from Cape Canaveral; several minutes later, it was destroyed by NASA engineers as it veered off course.

Hovering in the sky off over the Atlantic Ocean off Cape Canaveral, scientists watching the launch saw a bright UFO. NICAP investigators was notified of the UFO sighting by the Ground observers watching the missile launch.

During inquiry it was learned another witness reported the UFO suddenly appeared above the Air Force Test firing range before the launch.

Radar target changed: It was after launch, NASA's automatic tracking system followed the UFO rather than the missile as it had a stronger radar "target" signature. NASA's radar system monitored the UFO for 10 minutes as it changed from a hovering position to scurrying above the range.

Other reports by witnesses sent in conflicting accounts that mentioned the UFOs suddenly appear after rocket malfunctions.[cccxiii]

NASA sees UFO at Arcas rocket

When an Arcas (sounding rocket) launched from Wallops Island, Virginia, in 1965 at 5:46 pm, it only took 28 seconds for the missile to expend all its fuel. It was ten minutes later ground

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observers reported a vast UFO was seen streaking towards the station.

Engineer Dempsey Bruton, Chief of Satellite tracking at Wallops Island, reports he saw the UFO: He says the UFO was:

1. “bright-yellowish-orange" in color.”;
2. “moving fast and overhead within 6 to 9 seconds.”; and
3. “circular and about 1/4th the size of the moon.”

"According to Bruton, its brilliance prevented seeing other details. Security officers at Wallops confirmed the sighting, and one officer, Dr. W.D. Lewis said: "the UFO shot straight up at tremendous speed and vanished."

According to calculations, Mr. Bruno believed the object was traveling 8,000 miles per hour or higher.”[cccxiv]

CIA did not release UFO incursions at ICBM Launch sites

In 1966, UFOs were being reported at an increased frequency, hovering over several ICBM missile sites. The North American Aerospace Defense Command (NORAD) tracked the majority of the daily 25,000 observations through the space detection and tracking system.

The majority of these UFO cases were identified (and became IFOs); however, a certain percentage of the UFO was classified as uncorrelated observations. Today, many of these UFO incursions at missile launch facilities have been declassified through FOIA, yet none of these reports show up in the recent CIA information released files.

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One would think since UFO incursions at military defense sites would be a matter of National Security, these reports would have been in the Central Intelligence Agency archives and released with recent CIA case files.

UFO descends over Military base

On June 19, 1966, at 9:45 pm, a UFO descended into a military base in Vietnam, shutting down electrically operated devices.

NICAP investigator Raymond Fowler conducted an initial investigation into the sighting and contacted an eyewitness to the event.

“Nha Trang, at the time of the reported incident, was a heavily defended base in South Vietnam located along the coastline. It served as the home base for more than 40,000 troops, including 2,000 American GIs.”

According to the witnesses, “eight bulldozers were operating that night cutting roads around "Hawk Hill," located less than one-half mile to the west of the American compound. On another part of the base, two "sky-Raider" prop-driven aircraft were warming up on the airstrip located less than a mile to the east. At the same time, a Shell Oil tanker lay anchored in the bay about a mile to the southwest.”

“The witness, an enlisted soldier holding the rank of Specialist 5, had gathered with an undetermined number of fellow soldiers around 8 pm in an open area of the base to watch an outdoor movie.”

“Outdoor films had become possible only recently, according to the witness, thanks to the arrival and installation of six, new, independently-operated, 100 KW diesel-powered generators.”

“One of these generators had been installed near the compound where the soldiers were seated and were being used to supply power for the movie projector.”

“The film had been underway for some time, according to the witness's account, when suddenly, at approximately 9:45 pm., the sky to the north lit up! The GIs glanced up and saw what at first appeared to be a flare exploding above a ridge to the north.”

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"At first, we thought it was a flare which is going off all the time, and then we found that it wasn't" recounts a letter from the witness mailed home a few days later."

"It (the UFO) came from the north and moved from real slow to real fast. Some of the jet fighter pilots who were here said it looked to be about 25,000 feet (in altitude), then the panic broke loose. It dropped right towards us and stopped dead, still about 300 to 500 feet up. It made this little valley and the mountains around look like it was the middle of the day; it lit up everything."

"Then it went up, and I mean up. It went straight up and completely out of sight in about 2-3 seconds. Everybody is still talking about it."

"What shook everyone is that it stopped, or maybe it didn't, but anyway, our generator stopped, and everything was black."

At the Air Force Base, about one-half mile from here, all generators stopped. The engines on two planes that were the runway ready to take off stopped, and there wasn't a car, truck, plane, or anything that ran for about four minutes."

“The eight bulldozers working on nearby hills also ceased operating according to the witness.”[cccxv]

Former CIA official admits USAF lied.
UFO at the missile silo

On March 5, 1967, NORAD tracked an uncorrelated target descending over a missile site at Minot Air Force Base. Strike teams were notified immediately, and the teams confirmed a metallic disc-shaped object was moving slowly over the launch facility.

Three armed trucks chased the intruder until it stopped and hovered at 500 feet. The teams had orders to capture UFO undamaged if it landed, but it began to circle the launch facility not far from the launch doors.

Before F-102 interceptors could be launched, the UFO executed a vertical climb and disappeared into the sky.[cccxvi]

Then on March 17, 1967, the on-duty deputy missile combat crew commander in the underground launch control facility at

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Malmstrom Air Force Base received a call from security guards 60 feet above about the sudden appearance of a UFO.

The soldiers were stunned when a UFO appeared suddenly out of nowhere, hovering outside the launch facility's front gate. A few minutes later, the Minutemen missiles began shutting down one by one to a "no-go" status.

Robert Salus, the on-duty Deputy Commander, said it was rare for this to happen. He confirmed the problem was not a lack of power, but a strange signal had been sent to missile computer systems to deactivate them.

Later, IBM corporation missile experts were brought to the launch facility and declared the ICBMs were in perfect working condition. The only anomaly was a signal sent to the computers to shut the missiles down. Salas confirmed with the security guards the UFO was saucer-shaped (a disc), glowing red and hovering silently after the event.[cccxvii]

In March 1967, a fellow airman at a different missile launch facility (at Minot) stated he and several other security team members were conversing when they saw a UFO pass over the gate entrance and flew near their window.

Two other air policemen confirmed the UFO sighting as it approached the missile launch doors. The UFO appeared red-orange color and glowed like a ball of fire.[cccxviii]

NASA confirms UFO follows Nike Missile Launch

On March 30, 1967, NASA was conducting further atmospheric tests from Wallops Island with three Nike Apache sounding rockets, when UFOs suddenly appeared. According to the reports a bright UFO followed the launched rockets.[cccxix]

Navy Commander reports UFO.

On August 25, 1967, multiple observers watched missile re-entries of an Athena Rocket over New Mexico when spotters detected an unusual object in the sky. The object was seen 10 miles

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west of Clovis, NM, over the firing range. According to Navy Commander McBurney, what appeared to be meteors re-entering the atmosphere were identified as various stages of the Athena rocket burning off fuel.

However, what threw the witnesses off was one unidentified object that descended, stopped, and flew back into space. The observers watched the unidentified objects for 14 minutes. According to the observer, this unusual round object was ¾ the size of the moon. It was whitish-yellow. It was dimly outlined with a glow or halo behind it. No sound was heard but had a tail trailing the object that glowed and changed shapes.

The UFO was heading northeast to southwest, descending at 45%, then made a U-turn. His report stated, "it made a turn and went back out into space; it did not cross the horizon." The observer noted he "could not see any protrusions, exhaust of vapor trail behind the object."

His report stated the UFO he believed was at 35,000 feet, then came down to 10,000 feet then went back up into space. His final words in his report were: "I do not know what it was, I have my own opinion, but it has not been proved." The Air Force considered the observer "reliable." The Air Force never proved, but concluded the object was a possible "Hot Air Balloon" or “missile re-entry”. [cccxx]

Couriers send proof of UFO to Moscow.

In 1973, a UFO appeared over a secret nuclear installation in Dubna, Russia. According to the nuclear scientists on hand, the General in charge of the facility panicked, contacting Moscow to inform them a metallic UFO of unknown origin was hovering in the sky over the main building.

The General asked for instructions; however, Moscow took time to review the matter. The General instructed couriers to take all the photographs and documents from the UFO incident to Moscow. [cccxxi]

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UFO near Nuernberg Weapons Storage Site

In Germany, on April 14, 1974, Army guards at the Feucht Army Airfield reported seeing a UFO during the evening. The UFO was curved on top and flat on the bottom with white lights and two red lights. The Nuernberg civilian airport confirmed no aircraft were in the area at the time.

An Army spokesman said the UFO was reported at 9:30 pm by a guard through a star scope at an ammunition storage area near the airfield. The guard alerted other staff. One guard at the airport went into the town and also spotted the UFO. A Huey helicopter was dispatched but unable to locate the UFO.[cccxxii]

Comment: Most likely, the UFO departed the area as the helicopter arrived.

CIA informed ICBM site incursions

From October to November 1975, UFO incursions continued at US launch facilities. On October 31, 1975, the Alert Center Branch, US Air Force Aerospace Intelligence Division, contacted the CIA OPS center to inform them of unidentified flying objects over two SAC bases near the Canadian border. The CIA requested they be informed of any follow-up activity.

On November 11, CFS Falconbridge reported radar contact with an object 30 nautical miles south of the missile site at an altitude between 25,000 and 75,000 feet. With binoculars, the officers confirmed the sphere-shaped UFO appeared to be 100 feet in diameter.[cccxxiii]

Comment: The above cases were not released in the CIA UFO case files.

UFOs over the Russian Missile fields

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In November 1979, Colonel General Sapkov confirmed. UFOs were frequent visitors to the Kapustin Yar rocket testing range. According to the General, UFOs were observed by himself and other officers on several occasions during Secret tests of new military technology.

On one occasion, he and several other officers said a UFO appeared during a test and hovered in the sky as if watching. The UFO changed colors and remained motionless in the sky for 30 minutes until it shot off and disappeared. [cccxxiv]

UFO visits the US and British military base
The Bentwaters Case

In England on December 29, 1980, according to a report by Lieutenant Colonel Charles Halt, the Bentwaters deputy base commander and two United States Air Force security officers saw unusual lights in the forest to the rear of the base.

They requested permission to investigate on the basis that an aircraft may have crashed into the trees. This event was to be the beginning of an extraordinary night.

Three patrolmen tramped through the forest towards the glowing object and approached within a few feet of it. It was described as a small triangular craft, approximately 8 feet (244 cm) wide and 6 feet (183 cm) high, and emitting bright white light.

There were reports of red light on top and a bank of blue lights beneath, indicating that the object was sitting on short legs. Possibly wishing to avoid direct contact as the officers approached. The UFO maneuvered through the trees away from them towards a nearby farm, driving cattle there into an agitated state before taking off at extraordinary speed.

Investigation the following day showed three small depressions in the ground where the object had been sighted. These strangely formed indentations were believed to be landing traces.

There were more extraordinary and more dubious claims of silver-suited aliens, communication between the base commander and the extraterrestrials, and films and photographs of the contact

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being taken, which were then confiscated. There is little corroborative evidence for these later claims. Later reports mentioned the film taken that evening were transported back to Ramstein Air Base in Germany.[cccxxv]

UFO activates Russian Nuclear launch code

On October 4, 1982, Retired Lt. Colonel Vladimir Plantonev described a UFO incursion outside Byelokoroviche, Ukraine to 'ABC News.'

David Ensor, an 'ABC News' correspondent, shared; that Retired Lt Colonel Vladimir Plantonev had said: the UFOs; "looked like a flying saucer in the movies." It was around 6:00 pm when the villagers and soldiers witnessed a hovering disc-shaped UFO about 3,000 feet in diameter. The UFO had a smooth surface and had no visible portholes.[cccxxvi]

David Ensor also shares a report by Robert Hastings from ‘Remarkable Reports From The Missile Field,’ where the Lt. Colonel described the nuclear missiles became "suddenly activated." At the same time, the 900 meters in diameter object hovered over the missile silo.

"The story unfolds that the automated launch sequence was enabled-without proper authorization and proceeded to count down for 15 seconds before aborting. The troubling issue with this missile was "it was pointed toward the United States!"

Note 1: In a further update to the sighting, "the UFO was described as the following: the UFO was a silent, disc-shaped craft; it had no portholes, it's surface completely even. It made turns as an airplane would."

What is more interesting in the Robert Hastings study is that other Soviet missile events like this have happened on more than one occasion: "the activation and shut down of nuclear weapons" by flying objects.

The US Air Force believed an 'inversion layer caused the incident.' I do not think weather inversions turn on and off nukes; people do, something has to trigger the event. By the way, if you have

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not figured this by now, 900 meters is a little over half a mile-wide ship – that's a big ship!"[cccxxvii]

UFO at Chernobyl

On April 26, 1986, two nuclear technicians at Chernobyl spotted a sphere-shaped UFO over Reactor unit 4 around 4:15 am. The two technicians responding to the emergency fire at the powerplant noticed the 26-foot diameter brass-colored UFO hovering 1,000 feet from the reactor. The UFO appeared to be monitoring the situation.

The technicians then stated the UFO moved slowly towards the reactor, then hovered for another three minutes. The UFO then moved away towards Byelorussia. [cccxxviii]

Spheres over Nuclear Reactor

In September 1988, two sphere-shaped UFOs were seen over the Kyiv Research Institute's main nuclear reactor. The UFOs were described as 26 feet in diameter fiery spheres. As the objects hovered, they emitted bright red rays of light. The reporters pointed out that the same UFOs were seen hovering over the Chernobyl reactor in 1986. [cccxxix]

UFO visits missile base

Over July 28-29, 1989, the KGB files revealed the following incident with a UFO at an army missile base in Kapustin Yar, Astrakhan Region of Russia. The dossier consists of seven military witnesses (two junior officers, a corporal, and four privates) plus illustrations of the object by the observers and a briefcase summary by an unnamed KGB officer. (Neither the author nor the department is identified, but the document is at the beginning of the KGB file on the Kapustin Yar incident).

In part, the dossier states: "Military personnel of the signal center observed UFOs in the period from 22:12 hours to 23:55 hours, on July 28, 1989. According to the witnesses' reports, they observed three objects simultaneously at a 3-5 km distance. [2-3 mi.]."

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A nearby base reported the UFO from 23:30 hours. On July 28 until 1:30 hours. On July 29. The report continues: "After questioning the witnesses, it was determined that the reported characteristics of the observed UFOs are: disc 4-5 m. [13-17 ft.] diameter, with a half-sphere on top, being lit brightly.

It sometimes moved abruptly, but noiselessly, at times coming down and hovering over the ground at an altitude of 20-60 m. [65-200 ft.]. The command of [censored] called for a fighter, but it could not see it in detail because the UFO did not let the aircraft come near it, evading it. Atmospheric conditions were suitable for visual observations."

First-Hand accounts stated it was a flying saucer that hovered over the base for one hour. "One could see a powerful blinking signal which resembled a camera flash in the night sky. The object flew over the unit's logistics yard and moved in the direction of the rocket weapons depot, 300 meters [1,000 ft.] away. It hovered over the depot at the height of 20 meters [65 ft.]. The UFO's hull shone with a dim green light, which looked like phosphorous. It was a disc, 4 or 5 meters [13-17 ft.] in diameter, with a semispherical top.

"While the UFO was hovering over the depot, a bright beam appeared from the bottom of the disc, where the flash had been before, and made two or three circles, lighting the corner of one of the buildings. The beam's movement lasted for several seconds, then the beam disappeared, and the object, still flashing, moved in the direction of the railway station.

“After that, I observed the UFO hovering over the logistics yard, railway station, and cement factory. Then it returned to the rocket weapons depot and hovered over it at an altitude of 60-70 m. [200-240 ft.].”

The UFO was observed from that time on by the first guard-shift and its commander. At 1:30 hours, the UFO flew in the direction of the city of Akhtubinsk and disappeared. The flashes on the object were not periodical; I observed all this for exactly two hours: from 23:30 to 1:30."

More testimony revealed: "Suddenly, it (the UFO) flew in our direction. It approached fast and increased in size. It then divided

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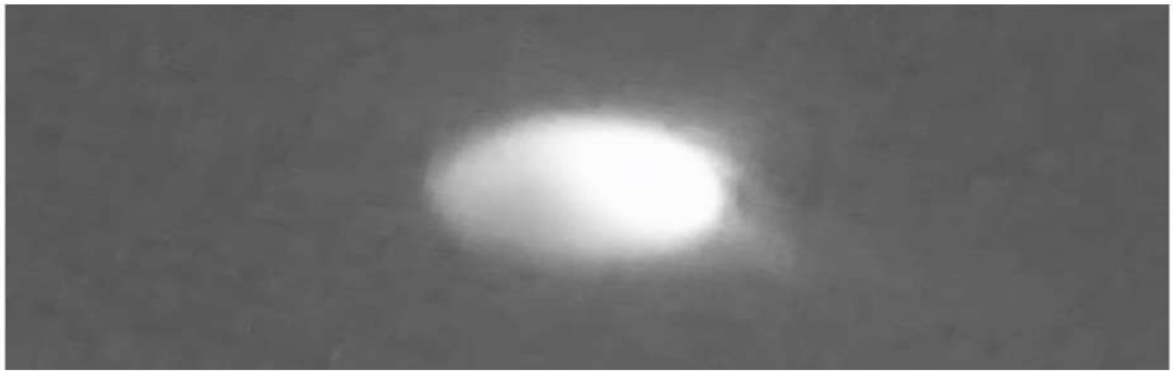
itself into three shining points and took the shape of a triangle. Then it changed course and went on flying in the same sector."

"After veering, it began to approach us, and its speed could be felt physically. (It swelled in front of our eyes). Its flight was strange: no aircraft could fly in this manner. It could instantly stop in the air (and there was an impression that it wobbled slightly up and down); it could float (exactly that: float, because the word 'fly' would not be adequate, it was as if the air was holding it, preventing it from falling).

At all times that I observed it, it was blinking, blinking without any order, and constantly changing colors (red, blue, green, yellow). The point itself was not blinking but something above it."

"Here is what I observed: there was a flying object, resembling an egg, but flatter. It shone brightly, alternating green and red lights.



UFO over Copper Mine in Chile 2013 - "Egg-Shaped"

This object gathered a great speed. It accelerated abruptly and also stopped abruptly, all the while doing large jumps up or down. Then appeared a second and then a third object. One object rose to low altitude and stopped. It stayed there in one place and was gone. Later, a second object disappeared, and only one stayed. It constantly moved along the horizon. At times, it seemed it landed on the ground, then it rose again and moved."

The conclusion: A statement issued by Colonel-General of Aviation Igor Maltsev, Chief of the Main Staff of the Air Defense Forces, was published in the newspaper ‘Rabochaya Tribuna.’

“Unit commanders compiled "more than 100 visual observations" and passed them on to General Maltsev, who stated: "I

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am not a specialist on UFOs and therefore I can only correlate the data and express my own supposition. According to the evidence of these eyewitnesses, the UFO is a disc with a diameter from 100 to 200 meters [320 to 650 feet].”

"Two pulsating lights were positioned on its sides. Moreover, the object rotated around its axis and performed an 'S-turn' flight both in the horizontal and vertical planes. Next, the UFO hovered over the ground and then flew with speed exceeding that of the modern jet fighter by 2 or 3 times."

"The objects flew at altitudes ranging from 100 to 7,000 meters [300 to 24,000 ft.]. The UFOs' movement was not accompanied by the sound of any kind and was distinguished by its startling maneuverability. It seemed the UFOs were completely devoid of inertia. In other words, they had somehow 'come to terms with gravity. At present, terrestrial machines could hardly have any such capabilities."[cccxxx]

UFO flew over British Spy Base

On March 29, 1996, several security guards at GCHQ in Cheltenham, England reported a UFO over the sensitive military complex. One guard, Ruby Hoare mentioned: “It was like a scene from the TV series The X-Files.” The guard explained she and several other guards watched as the UFO flew silently over the base. “It had two very bright lights. They were in a line behind each other and they seemed to be part of the same object because the distance between them never changed.” [cccxxxi]

Six UFOs over Oil Facilities

On August 29, 2004, witnesses confirmed six large sphere-shaped UFOs flew over the Pemex Mexican Petroleum (Oil) facilities in Tapachula, Mexico. According to the news from ‘El Universal,’ the six "spheres" flew over the Petroleos Mexicanos (Pemex) facilities; and maneuvered above a storage terminal.

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Witnesses said the UFO looked like a circular plate the size of a commercial airliner, performed flight maneuvers over the Pemex Storage and Distribution Terminal at an altitude no greater than 1,000 meters, with abnormal speed and direction changes.

He mentioned that a variety of photographs were taken. Upon developing them, it was discovered that at least six luminous spheres were flying over the area at the same altitude, although smaller in size than the craft.

According to data obtained, a spokesperson said that UFOs have been frequent in this region around the oil facilities and points adjacent to the Izapa archaeological region.[cccxxxii]

A giant UFO near the power plant causes a blackout.

On November 25, 2009, residents of Joaquin V. Gonzalez, Argentina, at 2 am saw a strange, gigantic luminous UFO, elongated and weightless, heading southeast to El Tunal, some 35 kilometers from the town. The large craft (the size of an aircraft carrier) measured no less than 200-300 meters long."

The witness shared: the "cigar-shaped UFO" exhibited intermittent flashing lights and a fixed red beacon. Suddenly everyone saw a strange vehicle plow across the sky, completely illuminated, and a little bit later, there was a power failure. The phone lines were also rendered inoperative."

Local citizens confirmed, "the blackout occurred some fifteen or twenty minutes after the object was sighted over Joaquin V. Gonzalez, and right when it hovered over the generating plant at El Tunal." [cccxxxiii]

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Chapter 9: Military Planes engage UFOs

F-15s engage UFO, UFO image by Andrea Crisante, [cccxxxiv]

IRANIAN AIR FORCE JETS SCRAMBLED

Attempt To Fire Missile On UFO Fails

November 1976, UFO Investigator

As in the previous chapters, we believed the CIA had not released all its UFO case files. With the release of KGB files and newspaper articles, UFOs engaging military pilots have been left out.

In one case below, the CIA revealed a UFO case but failed to mention the Belgian Air Force sent jets up to chase the UFO and came within 200 meters of the alien vessel. We found similar UFO cases from the KGB files of Russian pilots engaging UFOs from sources other than the CIA.

Furthermore, in the US, Navy Secretary Dan Kimball and Admiral Arthur Radford had a serious UFO encounter off Hawaii involving two Navy executive planes, and the CIA never revealed this.

Because of this incident, Admiral Bolster and Navy Secretary Kimball established the first official Naval Intelligence Division for UFO Analysis. Did the CIA intentionally leave out these facts?

In my book ‘Project Blue Book,' I describe the many aerial encounters between UFOs and military pilots. In some UFO

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encounters, the military plane is conducting a mission when an alien vessel suddenly appears off its wingtip.

These cases reveal the innate curiosity of the UFO occupant's study of human military aircraft.

Other cases are more basic, revealing the mechanical failures of human aircraft near UFO antigravity propulsion drives.

Foo Fighters chase British and American Bombers.

On November 23, 1944, around 10:00 pm, Allied pilots with the 415th Night Fighters Squadron were over the Rhine near Mainz, Germany, when they ran into a fleet of sphere-shaped UFOs. At the time, these UFOs were referred to as "foo-fighters."

On this particular evening, the Captain of the bomber and crew observed ten-foot fighters following his plane. When the Captain contacted Radar control on the ground, radar scopes did not pick up the ten UFOs' signatures.[cccxxxv]

UFO follows fighter plane

On December 22, 1944, over Hagenau, Germany, the pilot and radar operator of an American night fighter encountered two "large orange glowing objects" which climbed rapidly towards them.

When the pilot dove steeply and banked sharply, the objects stayed with him. The pilot stated:

“Upon reaching our altitude, the glowing objects leveled off and stayed on my tail. After two minutes, they peeled off and turned away, flying under perfect control." [cccxxxvi]

Update information on Hagenau case 1: On December 22, 1944, lieutenant David McFalls and Lieutenant Edward Baker were at 10,000 feet south of Hagenau. "All of a sudden, two very bright lights climbed towards us from the ground. They leveled off and stayed on the tail of our plane. They were huge, bright orange lights. They stayed with us for two minutes on my tail. They were under perfect control. Then they turned away from us, and the fire seemed to go out." [cccxxxvii]

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Update information on Hagenau case 2: Two nights later, on December 24, 1944, McFalls and Baker had a second UFO experience. This time a glowing red ball shot straight up toward their plane. The UFO suddenly changed into what looked like an airplane, which did a wing over! Then it dived and disappeared. [cccxxxviii]

MacDill Field

On August 1, 1946, Pilot Jack Puckett was making a scheduled

flight from Langley Field, Virginia to MacDill Field, Tampa, Florida. At approximately 6 pm, while flying a C-47 at 4,000 feet, North East of Tampa, he observed what he thought at first to be a shooting star. His co-pilot, Lt. Henry F. Class and engineer, both observed this object simultaneously. The object continued to fly toward them on a collision course at their exact altitude; it then veered to cross their path, where they could see it to be a long, cylindrical shape, twice the size of a B-29, with luminous portholes. It remained in sight for two or three minutes.[cccxxxix]

Navy Fighter Pilots witness UFO discs.

On August 26, 1947, around sunset, Ralph Johnson and John Reilly, who was flying at about 9,000 feet in a BT-13, witnessed flying discs near Mexico, Missouri.

"Johnson shares his story."

"It was at sunset. We were flying at about 9,000 feet when Reilly, who was in the front cockpit, started shouting to me. I couldn't hear him and wondered what the heck he was talking about.

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"Then I saw them. Three disc-shaped objects were flying in a northwesterly direction. They were at our altitude. While they reflected the red of the sun, I think they were gray."

"I couldn't tell much about their size. We turned toward them and tried to catch them."

"We were doing about 140 miles per hour...but they ran off and left us. They weren't flying in any kind of formation. They were sort of strung out but going too fast for us. I won't say they were 'flying discs,' but they were disc-shaped and flying. We both saw them. They were not close enough to accurately estimate their size."[cccxl]

Large UFO off Newfoundland

In 2001, the pilot in the following 1951 UFO case spoke to the public via the Disclosure Project at the National Press Club in Washington, DC. The pilot shared how they overcame surprise as the large disc left the ocean surface at extreme speed to reach their position in the sky. The following is a copy of the contents of the report:

Fleet Logistic Air Wing, Atlantic / Continental Air Transport
Squadron One
U.S. Naval Air Station
Patuxent River, Maryland
Confidential February 10, 1951
Witness Testimony in Report

On February 10, 1951, while serving as second Plane Commander on the above flight, I was an eyewitness to an unusual sighting of an unidentified flying object. This occurrence took place approximately 200 miles northeast of Argentia, Newfoundland. We were at 10,000 feet altitude cruise in a true course of about 230º at the time of the incident.

At the time of the sighting, I was occupying the right hand (CoPilots) seat, and Lieutenant G. E. Bethune occupied the left hand (Pilots) seat.

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My attention was first called to the occurrence by Mr. Bethune, who asked me to look at an unusual light which was to my right.

I then saw that there was a glowing light beneath a thin layer of strato-form clouds beneath us.

This light was to my right and down at an angle of about 45 degrees. This object appeared to lie on the surface and was throwing a yellowish-orange glare through the cloud deck.

It appeared to be very large, and I at first thought that "it could be a large ship completely illuminated.

Mr. Bethune and I watched the object for several minutes in trying to determine its nature. We then called out Navigator, Lieutenant N. J. P. Koger, to the cockpit to scrutinize the object and render his opinion as to its nature.

While further observing the object, I saw that it suddenly started ascending through the cloud layer, and it then became quite bright. The object was very large and was circular with a glowing yellow-orange ring around its outer edge.

This object appeared to be climbing and moving at a tremendous speed, and it appeared to be on a more or less collision course with our aircraft. When it appeared that there was a possibility of collision, the object appeared to make a 180-degree turn and disappeared over the horizon at a terrific speed."

During the course of events, LTJG A. L. Jones had come to the cockpit, and he made a turn in the direction of the object, but it went out of sight in a short period of time. Because this object was seen over water at night, it would be most difficult for me to estimate the speed, size, or distance we were from it during the course of events.

However, the speed was tremendous, and the size was at least 200 to 300 feet in diameter. The object was close enough to me to see and observe "it". (Navy, 1951)

Comment: This aerial engagement report was sent to the Commanding General at AMC Wright Patterson AFB in Ohio. The Air Force concluded in this case; the crew witnessed an astronomical sighting, the "Aurora Display." Contradictory statements found in the file states no definite conclusions could be reached even after considering meteors and fireballs.

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UFO hovers over Navy Planes

In 1951, around 2:00 am, a UFO descended over Quonset Point, Naval Air Station at Kingston, Rhode Island. According to a personal letter to NICAP, the officers reported the following event:

"I was Petty Officer of the Watch as Section Leader-First Section Overhaul, Repair Dept. Usually, the Section Leader 'sleeps in,' but on this night, I had to be at the Duty Desk when the Mid Watch was relieved. The airman posted on Jet Runway Post 10 reported this occurrence."

"At about two o'clock, a bright object, seen coming from the sea, from the direction of Newport approached the post, dropping to a few hundred feet and then hovering directly above him and the jets. He does not know what it was. He became extremely nervous and 'charged' his carbine, and the moment he pulled the slide to load it, the object disappeared."

"The first emotion I had was he was 'pulling my leg.' He did seem sincere, and he would have no reason to play this joke."

"About then, the watchman at Sea Plane Hanger #2, Watch 4 reported he too reported a strange sighting."

"He reported a light 'coming out of the sea (from Newport) going over the airfield and being obscured from vision by going behind the overhaul and repair building."

"Now I had two sightings, and although about two hours had elapsed, I awoke the Chief on duty and reported the UFO sightings."

"The Chief was incredulous and wouldn't be a party to such a report."

"I insisted that I enter it in the log for that watch, but the Chief and by now the duty officer, were adamant that they weren't going to be laughed out of the Navy, so no mention was made of it. I believe these sailors saw something –what I don't know."[cccxli]

Officers report UFO over Base.

On August 14, 1951, at 10:20 pm, two US Air Force officers had landed at Rhein-Main Air Base, Frankfurt, Germany, and

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witnessed a UFO. The two officers were walking toward the Operations Building of the 10th Squadron when they happened to notice light to the south of Rhein-Main Air Base. The official report shared:

“The light seemed to fall slowly as though suspended from a parachute, then leveled off on a southerly course, made a turn to the west, then a turn to the east. The southerly heading was maintained during these maneuvers. The object, or light, appeared to travel extremely fast after leveling off.”

"The flight path was evident through very little clouds. The light was quite bright." The light was round in shape, brilliantly white, left no trail, and held a perfectly steady course except for the turn mentioned above.

“The pilot and his companion stated to the best of their knowledge the light or object was not any known aircraft.” The Air Force concluded the case had "insufficient data for evaluation." [cccxlii]

UFOs at Uranium Mine

In one of the CIA reports, several UFOs were hovering over a uranium mine in the Congo. What the CIA report did not share was the encounter of Belgian Air Force pilots with the UFOs.

In March 1952, a Belgian Air Force fighter pilot by the name, Commandant Pierre stationed at the Elizabethville airfield in the Belgian Congo jetted into the sky to chase two discs that were hovering over a uranium mine near Elizabethville.

On his first approach, Commandant Pierre vectored his plane towards the last known direction of the UFOs. In spotting the UFO, he came to within 120 meters of one of the discs.

Pierre estimated the saucer had a diameter of 12 to 15 meters and confirmed the UFO had a disc-shape. As he watched, he could see the disc's inner core remained still and had several small openings.

The disc's outer rim was completely veiled in fire and must have had an enormous speed of rotation. The disc was that of aluminum color. Pierre confirmed the discs flew vertically and

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horizontally, changing elevations between 800 to 1,000 meters in seconds. At one point, the discs shot downward towards the treetops and came within 20 meters of the trees. Shortly after watching the discs executing the maneuvers, they shot off towards Lake Tanganyika. He estimated their speed at 1500 km/h.[cccxliii]

Secretary of the US Navy

In April 1952, Navy Secretary Dan Kimball was flying to Hawaii when two discs streaked toward his Navy executive plane. Later after the event occurred, Secretary Kimball informed Major Ed Keyhoe (USMC) of his sighting:

“Their speed was amazing. My pilots estimated it between 1,500 and 2,000 miles an hour. The objects circled us twice and then took off, heading east. “

“There was another Navy plane behind us with Admiral Arthur Radford on board. The distance was about fifty miles. I had my senior pilot radio a report on the sighting.”

"In almost no time, Radford's chief pilot called back, really excited. The UFOs were now circling their plane. They'd covered the fifty miles in less than two minutes.

"In a few seconds, the pilot told us the UFOs left the plane and raced up out of sight." [cccxliv]

Navy Secretary Dan A. Kimball shares his UFO story with Cadets

During the same month, on March 15, 1952, Navy Secretary, Dan A Kimball, told an audience of Navy Officers and Air Cadets at Pensacola that he witnessed a UFO.

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His cabinet left Pearl Harbor and was heading to Guam in two planes. While over the Pacific at night, his pilot and co-pilot had noted a flying saucer had come out of nowhere, shown a beam at the Secretary's plane, raced ahead, and shot up into the sky.

One of the pilots came back to the Secretary to inform him and asked whether they should report the incident to Pearl Harbor. The Secretary said no, as Pearl Harbor would not believe him, but asked the other plane to be informed and keep an eye out for it. Minutes later, the second plane radioed the first plane and mentioned the saucer came out of nowhere, flew alongside their wing, then shot off into the sky.

There was no official report filed on this sighting to Project Blue Book or the CIA files. Yet, Secretary Dan A. Kimball reported this incident to the Air Force and was revealed to the press during the disclosure to an audience.

'After landing, Secretary Kimball had a report radioed to the Air Force since it was officially in charge of the UFO investigation. When he returned to Washington, he had an aide ask the Air Force what action had been taken; Kimball was informed it was against orders to discuss case analysis, even with the witnesses who made the reports.'

'Secretary Kimball had a conference with Rear Admiral Calvin Bolster, Chief of the Office of Naval Research.'

He told Admiral Bolster: “I want ONR to make a full investigation of and Navy and Marine reports from now on – also try to get duplicates of all reports from the witnesses in unexplained earlier cases. This is to be kept separate from the Air Force [UFO Blue Book] project.”

‘From an inside source, they learned that a Naval Aviation photographer had photographed a UFO formation.”

‘By Kimball’s orders, the movie film was being evaluated at the Naval Photo-Interpretation Laboratory near Washington.’

‘From the first analysis, it seemed certain that genuine UFOs had been photographed.’

'Contacting the head of the photo laboratory, the Air Force quoted the UFO jurisdiction order and told him to deliver the film

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immediately for Air Force analysis. When the demand was relayed to Secretary Kimball, he ordered the Navy experts to continue analyzing the original film, and send the Air Force only a copy.'[cccxlv]

Comment: Secretary Dan Kimball set the tone for US Naval Intelligence to start their own UFO research groups. Though the US Air Force Project Blue Book shut down in 1969, the US Navy UFO research groups continue to exist today, as revealed by the Pentagon in 2017.

The Kimball case of March 1952 was classified Top Secret after reported to the Air Force as a result of two high profile witnesses'.

Near collision with a B-29

On November 6, 1952, the radar officer, Lieut. Coleman on a B-29 saw a blip on his scope while their bomber was at 18,000 feet in the Gulf of Mexico. For a moment, Lieut. Coleman believed the blip might have been an airplane.

Then a second blip "object" appeared on the screen and disappeared. A few seconds later, a third blip "object" appeared at a speed registering more than 5,000 mph.

Lieut. Coleman recalibrated his radar scope to verify it was in working order. Then, crewmen aboard the B-29 watched as a blue streak shot from front to rear just under the wing. The object moved so quickly its shape could not be determined.

The crew just recovered from that incident when they were told more objects appeared on the radar coming from dead ahead. The men braced as several objects streaked by one side of the B-29. Six minutes had then passed, and they believed the nightmare was over.

Suddenly a third group of objects appears. The men braced again; this time, two objects passed under the wing. Five more were coming from behind the B-29, heading straight for it. In three seconds at that speed, the objects would strike to B-29.

Author Aime Michel states: "what happened next proves that saucers, if not above scaring human beings out of their wits

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occasionally, wish them no harm. Abruptly the onrushing machines slowed to the bomber's pace, and for 10 seconds followed it behind."

The objects picked up speed and sped off to one side of the B-29. The crew members were boggled at the speed of the UFOs departures. Suddenly out of nowhere, a huge half-inch blue object appeared on the radar screen. The crew watched as the five smaller objects moving at 5,000 mph rushed toward the sixth larger craft and merged with it [entered the larger craft]. Then the large object accelerated away and vanished.

The crew's calculations revealed the huge UFO had traveled at more than 9,000 mph. The Air Technical Intelligence Center at Wright-Patterson Air Force Base had no explanation for the incident. The Air Force stated: “all possible natural phenomena have been considered.” The UFO incident was classified as “origin unknown.” [cccxlvi]

Air Force and Navy pilots see UFO.

On March 1, 1953, around 10:00 am, Lt Colonel Howard Strand took off in his F94-B (Starfire) jet out of Selfridge AFB, Mount Clemens, Michigan, to chase a UFO over Detroit.

During a routine practice run against Navy jets, the radar site directed the plane to a target on their left at 8 o’clock position.

The pilot and his airborne radar operator began to see specks of “unidentified aerial objects" in the sky. The objects were now 30 miles NW of downtown Detroit (Wayne County). The targets were over the city's central section.

The crew could now see a ragged formation of unidentified aerial objects traveling slowly in a westward direction. They observed for three to four minutes these objects.

According to Lt. Colonel Howard Strand, he believed at any time he could identify the craft, but soon realized he couldn't see usual plane features; "wings, tails, or other features that would normally "pop out."

The pilots continued on an intercept with the UFOs. According to the ground and onboard radar sets, the objects painted good

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targets.

They could still not identify the objects; however, the objects appeared larger as they got closer.

The pilot kept his eyes on the objects trying to get more speed; before going into afterburner, it was then the UFOs "disappeared."

After looking at his instrument panel, he looked up, and "every last one of them" – were gone. He estimated the fleet was between 12 to 16 UFOs.

It was then Lt. Colonel Strand asked his ground radar controller where the unidentified aerial objects were, and he told the pilot, "the targets are still there – loud and clear." The pilot then stated he headed in the direction of the targets as relayed by the controller.

They moved into the center of the objects. He then said ground radar stated the targets began disappearing from ground radar sets after being among them as close at 2,000 feet.

The pilots returned to Selfridge, and according to one witness, no reports were being made to the Air Force, because at the time, they were denying the possibility of UFOs.

Furthermore, he said the Air Force was attempting to make everyone who thought they saw such objects look silly or stupid. As he closed out his letter he said, after reading more material on the subject matter, he came to two conclusions:

Number one: “That I could not identify the objects as aircraft because they weren’t – there were no wings or tail to “pop” into sight for identification as aircraft.”

"At the time, I had no thoughts of flying saucers; therefore, made no efforts to identify such. If I had even so much as a thought of it at the time [being UFOs], I never would have taken my eyes off of them."

"I can say definitely that the objects were not conventional or jet aircraft because no aircraft could have turned around or gotten away so to speak in the 2 to 4 seconds I was looking in the aircraft cockpit."

"Remember all the while we were bearing down on the targets at approximately 500 mph in a quartering head-on pass."

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Number two: "That the objects went straight up (vertically) – out of sight. The UFO was seen by my airborne radar operator and me, as well as being visible as targets on the ground radar. Other sightings have been made where UFOs did go straight up for tens or hundreds of thousands of feet in one or two seconds and then hover or move slowly at that new altitude."

His final statement: "It was no figment of the imagination or trick of the eyesight. I have had no other (UFO) sighting since that time."[cccxlvii]

Command Pilot sees UFO over Anacostia.

In 1955, a Navy Commander "Tom Wayne" (name changed on confidential reports), a former colleague to Admiral Fahrney, Navy and CIA Director, encountered a UFO while was stationed at Naval Air Station Anacostia Washington, DC.

On a flight out of Anacostia over Virginia, he had the sensation of being watched. He looked up to the clouds and saw nothing.

He then looked over his shoulder and froze; 75 feet yards away, he witnesses a huge flying disk (100 feet in diameter) was pacing him. The Commander had not believed in Flying Saucer reports until this moment. Admiral Fahrney described the UFO as seen by his friend:

1. metallic;
2. looked like two inverted saucers – e.g., "disc";
3. 100 feet in diameter "big" and thick in the middle; and
4. a dome on top;

His friend (pilot) sensed he was being watched. He felt "the prickling of his scalp" but could not see through the amber glow.

When he tried to ease his plane in for a closer look, the disc tilted upward and accelerated away, leaving the clouds swirling behind it. This report was acquired by Rear Admiral Delmer S. Fahrney, USN, Ret. [cccxlviii]

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There are multiple UFO reports on file where the witness testifies they have the sensation of being "watched." To this day, we are not sure if this sensation of being "watched" is caused by the “electromagnetic disturbance” of the UFO propulsion system on the human brain that gives us the feeling of being watched.

Interception of UFO as big as an Aircraft Carrier

The case we study next was not in the CIA declassified files. At the time of this event, the pilot engaged a UFO as big as an Aircraft Carrier. The situation was classified top secret until 2001 when the pilot came forward with other military officers during the Disclosure Project spearheaded by Dr. Steven Greer.

The following case is about an air intercept of a large UFO (the size of an American Aircraft carrier) over Essex, England. The pilot, in this case, was Milton Torres. You can read the entire report (two pages) on the NICAP.org site or listen to his YouTube testimony. Below is a shortened version of the military engagement of a giant UFO over Essex.

On May 20, 1957, an Air Force pilot Milton Torres assigned to Manston Air Base, was ordered into the skies over Essex to shoot down a UFO the size of an American Aircraft carrier (over 900 feet).

Milton Torres shared: On May 20, 1957, "this particular night the 514th Fighter-Interceptor Squadron [FIS] had the alert duty. Two F-86Ds were on a 5-minute alert at the end of the runway at RAF Station Manston, awaiting the signal to scramble.

Figure 1 - F-86D, [cccxlix]

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"The hour was late as memory serves me, and the weather was IFR. Looking back at my logbook, a total of 30 minutes of night weather was logged on a 1-hour and 15-minute flight."

"I was advised of the situation quite clearly. The initial briefing indicated that the ground had observed a considerable time a blip that was orbiting the East Anglia area. In the initial briefing, it was suggested to us that the 'bogey' actually was motionless for long intervals."

"The instructions came to go 'gate' [afterburner] to expedite the intercept and to proceed to an Initial Point at about 32,000 feet. By this time, my radar was on, and I was looking prematurely for the bogey."

"The instructions came to report any visual observations, to which I replied, 'I'm in the soup, and it's impossible to see anything!"

"The exact turns and maneuvers they gave me were all predicated on reaching some theoretical point for a lead collision course type rocket release. I can remember reaching the level-off and requesting to come out of afterburner only to be told to stay in afterburner. It wasn't very much later that I noticed my indicated Mach number was about .92. This is about as fast as the F-86D could go straight and level."

"Then the order came to fire a full salvo of rockets at the UFO. I was only a Lieutenant and very much aware of the gravity of the situation. To be quite candid, I almost shit my pants! At any rate, I had my hands full trying to fly, search for bogeys, and now selecting a hot load on the switches. I asked for authentication of the order to fire, and I received it."

"This further complicated my difficulty as the matrix of letters and numbers to find the correct authentication was on a piece of printed paper about five by eight inches, with the print not much bigger than normal type. It was black, and the lights were down for night flying. I used my flashlight, still trying to fly and watch my radar. To put it quite candidly, I felt very much like a one-legged man in an ass-kicking contest."

"The final turn was given, and the instructions were given to look 30° off the port for my bogey. I did not have a hard time at all.

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There it was, exactly where I was told it would be at 30° and 15 miles. The UFO signature was burning a hole in the radar with an incredible intensity. It was similar to a blip I had received from B-52s and seemed to be a magnet of light. These things I remember clearly. I ran the range gate marker over the blip, and the jizzle been faded as the marker superimposed over the blip."

"I had a lock on, and the UFO had the radar signature of a flying aircraft carrier. By that, I mean the return on their radar was so strong that it could not be overlooked the Fire control system on the F-86D. I use it in comparison to other fighter aircraft and airliners. The airliner is easy to get a lock on as it is bigger than that of a fighter. A lock on for a fighter is harder as it does not give off a good return."

"As I approach the UFO, I had 10 seconds to go; I noticed the overtake position was changing its position. The UFO then moved rapidly to 6 o'clock, then 3 o'clock, then at 12 o'clock, and finally the 11 o'clock position."

"This indicated I would have a negative overtake at 200 knots. There's no way of knowing what the UFO's actual speed was traveling at, but appeared to be at very high Mach numbers."

"The indicator showed that the UFO was moving away from me. I reported this to the GCI site, and they replied by asking: "Do you have a Tally Ho?" I replied that I was still in the soup and could not see anything."

"By this time, the UFO had broken lock, and I saw it leaving my 30-mile range. The UFO quickly moved off my scope and the GCI scope."

"The next day, I was interviewed by civilians brought on the base. I believe one of them was from the states by the questions he asked. This individual immediately jumped into asking questions about the previous day's mission. After my debriefing of the events, he advised me that this would be considered highly classified and that I should not discuss it with anybody, not even my Commander. He then threatened me with a national security breach if I breathed a word about it to anyone."

"My impression was that whatever the aircraft (or spaceship) was, it must've been traveling into digit numbers to have done what I

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had witnessed."[cccl]

Navy pilots report three UFO discs.

On August 13, 1959, Jack H. Goldsberry, former US Navy PBY, pilot of a Cessna 170, was flying from Hobbs to Albuquerque, New Mexico, at 8,000 feet when he encountered a UFO.

At halfway between Roswell and Corona, his electric magnetic compass suddenly moved around a slow 360° swing (a complete revolution) in about four to five-second sweeps.

He glanced out to orientate himself with known landmarks and saw that he was on course. Looking at his other standard magnetic compass, he was amazed to see it spinning crazily. About this time, he saw three small elliptical objects in close echelon formation passing across in front of him from left to right.

The UFOs then moved around his plane at a distance of about 150 to 200 yards at a speed of 200 mph. They appeared about as large as a half-dollar held at arm's length. These UFOs were gray and slightly fuzzy.

The Magnetic compass followed their exact speed indicating their position as the objects circled laterally around the plane. They began another circle and disappeared to the rear of the plane.

After the UFOs left, both compasses settled down their normal reading. After his strange encounter, he contacted the FAA controller at Albuquerque, who told him that they were canceling his flight plan and that he was to land at Kirtland AFB, where he was interrogated for about two hours by an Air Force Major, the UFO officer at the field, who told him to say nothing of the incident to anyone except his wife.

The Major told him also that if any unusual illness happened to him to get to a government hospital, they would take care of him.

UFO researcher Fran Ridge reported the following: The FAA tower operator broke in and told him to keep radio silence.

"He said for me to fly at once to Kirtland AFB. When I landed there, I was hustled to an office and interrogated by an AF major, the base UFO officer. Then he told me that being so close to those objects; I might develop radiation sickness. He said if I developed any

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unusual illness to let the AF know and get to a government hospital right away. He warned me to keep this secret from everybody but my wife and to make sure she kept quiet, too."

In a signed report secured later by a NICAP subcommittee chairman, Paul Cerny, the pilot said the possibility of serious radiation effects had kept him and his wife in a state of fear for weeks.[ccccli]

NICAP's 'UFO investigator' stated the pilot was at 8,000 feet when his compass went haywire.

Jack H. Goldsberry stated: "It was spinning so crazily I couldn't read it." A moment later, he saw three oval–shaped devices in echelon formation pass directly in front of the Cessna. They were "gray in color and identical in shape-like bowls face to face (one inverted on the other) but with bottoms rounded instead of flat." The diameters were estimated to be about eight feet. The objects circled his plane; all the while, the compass kept spinning.

When the objects finished the second circle and departed to the back of the plane, the compass reset, the pilot stated to NICAP that he had been taken to the UFO Officer at the field and interrogated for two hours. He then was told: "if anything unusual happened, if he has any unusual illness in the next six months, to get to a government hospital right away."[ccclii]

Update on the Jack H. Goldsberry UFO case: At halfway between Roswell and Corona, his Magnetic, electric compass suddenly moved around a slow 360° swing (a complete revolution) in about four to five-second sweeps. He glanced out to orientate himself with known landmarks and saw that he was on course. He stated: "It was spinning so crazily I couldn't read it." Looking at his other standard magnetic compass, he was amazed to see it spinning crazily.

About this time, he saw three small elliptical objects in close echelon formation passing across in front from left to right and around his plane at a distance of about 150 to 200 yards and a speed of 200 mph. They appeared about as large as a half-dollar held at arms-length. These objects were gray and slightly fuzzy.[ccliii]

Royal Dutch Air Force

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shooting at the Unidentified Aerial Objects

In another blockbuster, the Dutch Air Force engaged a UFO, which the CIA intelligence channels should have picked up. Given that the incident was from a foreign country, we can only conclude the evidence of this case remains in classified files.

On January 29, 1962, a "...a Royal Dutch Air Force pilot flying an F-86 Sabre Jet came into contact with an unknown flying device over Eastern Holland. The radarscope onboard the jet confirmed the presence of the unidentified object. When the pilot radioed his base, he was informed that the UFO was tracked by control-tower radar.

Following instructions, he tried to make radio contact with the unknown machine. When his urgent warning to answer went unheeded, he prepared to attack. Arming his rocket, the pilot tried to close the gap, but the UFO swiftly pulled away before he could fire. Within a few seconds, the UFO disappeared."[ccccliv]

100-foot UFO follows Navy Plane

In 1962 a Navy report by a commander reported a 100-foot diameter disc flying over Virginia. The large disc began pacing the plane just 75 yards off the wing. The disc was described as appearing metallic in color, thick at the center, and had a domed top.

An amber light in the dome prevented the pilot from seeing within the machine. Later the pilot reported he was sure "he was being observed."

As the pilot attempted to move in, close to the disc, it tilted up and shot through the overcast, leaving the clouds swirling behind it.

Witnesses to the encounter was a pilot and missile expert. Admiral Fahrney provided the UFO report. [ccclv]

Nine (9) UFOs approach C-130.

On April 20, 1964, a UFO approached a military plane near McMurdo Sound, Naval Air Station, Antarctic.

During the early morning hours of Operation Deep Freeze, six US Coast Guard aircraft members sighted a V formation of nine

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objects (UFOs) glowing white and flying at an estimated 35,000 feet altitude.

The Coast Guard crew were flying from McMurdo Naval Base with supplies and were traveling in a C-130 turbo-prop transport airplane.

The pilot on the right side of the plane first sighted the UFOs approaching 400 knots from above and to their right side.

When the UFOs came abreast of the airplane, the objects slowed down to the plane's speed. After a "short time," the UFOs flew above the airplane and took up a position above and to their left side.

The Coast Guard pilot attempted to radio the ground, but the radio was dead, and their radar also stopped working. When the pilot tried to switch to auxiliary power, it too was not functioning.

At one point, the airplane's engines stopped (the oil began to congeal in the very cold air). Instead of losing altitude, it maintained "a steady altitude and course." The airplane continued flying in complete silence!

Then it entered a "strange haze" (likened to a white-out) with air filled with static electricity. There was electrical arcing from one's body to metal inside the fuselage. The haze vanished after about 20 minutes. The power suddenly returned, and the crew was able to restart the engines in sequence.

The airplane had covered a distance of 265 nautical miles during the 45-50-minute period while traveling from an indicated airspeed of 160-190 knots. [ccclvi]

UFOs near US Air Force T-39 Sabreliner

In Japan, on April 10, 1965, around 1130 Zulu, an Air Force Sabreliner T-39 was inbound to the Air Base at Misawa, Japan, when he encountered several head-on collision warnings from radar control.

The jet piloted by Captain Odle (sign Trap 02) was lined up on runway 28 for approach when an unidentified blip appeared on the PAR from the southwest. The target reflection shown on the scopes showed something larger than the T-39 traveling at 175 knots.

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When the target was ¼ of a mile from Trap 02, the unidentified object veered to the right and passed off the left wing of 02, slightly above him. This unknown target then continued eastward and climbed to 2,800 feet, and disappeared.

Now Trap 02 was three and ¼ miles out, and on final approach, a similar target appeared from the southwest and turned outbound on centerline at two and ½ miles with an altitude of 1,000 feet. The Radar controller advised 02, but the pilot could not see the object. The target continued on a collision course and passed directly over 02's jet, approximately 200 feet above him.

When the jet landed, both Captain Odle and another officer came to RAPCON to observe the scopes' unidentified flying object. According to the files, about five men or more were on the radarscopes observing the aerial inbound unidentified objects. By this time, the targets were more numerous and were seen on all quadrants of the scope, most of them within 6 miles of the field.

During the observation on the (PAR) scopes, the men determined a larger unidentified flying object was about 8 miles out in the ocean proceeding north.

This larger unidentified ship then stopped nine and ½ miles out, directly in line with the runway centerline for Misawa. The airborne ship remained stationary from 45 minutes to 1 hour and then proceeded to head towards the south. The radar operators checked with the other area airbases and confirmed no temperature inversions had occurred. Maintenance checked the radarscopes for malfunction but was declared they were working normally. Despite evidence to the contrary, the Air Force labeled the cause of this UFO sighting was: "anomalous promulgation." Anomalous is defined as "irregular." [ccclvii]

UFO engaged by F-86 jets

On November 4, 1970, between 11:15 am and 11:45 am, two Spanish Air Force North American F-86F Sabre fighters of the 102 Air Defense Squadron engaged an egg-shaped UFO over airspace near Logrono, Spain.

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The Spanish Air Force was conducting a joint exercise with the US Air Force between Logrono and Moncayo Mountains, Spain. The purpose of the exercise was to make runs on the other planes.

The Radar station detected an echo on the screen; the Spanish F-86 jets roared upwards, thinking the object was an American F-4 Phantom fighter. The two F-86 jets roared toward the mystery object to carry out a simulated battle when they noticed a UFO was coming at them.

US Air Force - F-86D Sabre Jets courtesy USAF | [ccclviii]

"The pilots of the two fighters decided to split formation and come up from behind the UFO. The fighter planes were now at 11,000 meters in altitude and traveling at 1,000 kilometers per hour when they saw the egg-shaped craft. They took a turn expecting to come upon the egg-shaped craft's rear when they suddenly found the egg-shaped craft executed its maneuvers."

“The egg-shaped ship traveling at excessive speed began circling both F-86s and took up a position behind the F-86 jets. The pilots in the F-86 jets tried to maneuver away from the egg-shaped ship.”

“However, the UFO matched their moves and remained behind the planes. According to the pilots, the UFO was under control, and it moved as though it was utterly familiar with the techniques of aerial combat. Running low on fuel, the pilots returned to base.” [ccclix]

US Army Helicopter has a near collision with UFO.

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On October 18, 1973, around 11:05 pm, a near-miss occurred with a UFO and Army Helicopter between Columbus and Cleveland, Ohio (near Mansfield).

Around 11:05 pm, an Army Reserve helicopter encountered an unidentified craft with a dome that beamed a green light into the cockpit. The Army helicopter was returning from Columbus to Cleveland, Ohio. Just southeast of Mansfield Airport, Ohio, while flying at an altitude of 2,500 feet, Pilot Yanacsek observed a red light on the eastern horizon, 90 degrees to the helicopter's flight path.

Approximately 30 seconds later, SSG Yanacsek indicated the object was converging on the helicopter at the same altitude at an airspeed over 600 knots and on a midair collision heading. Captain Coyne observed the converging object, took over the aircraft's controls and initiated a powered descent from 2,500 feet to 1,700 feet to avoid impact with the object.

A radio call was initiated to Mansfield Tower, who acknowledged the helicopter and was asked by Captain Coyne if there were any high-performance aircraft flying in the vicinity of Mansfield Airport; however, there was no response received from the tower.

The crew expected impact from the object; instead, the object was observed to hesitate momentarily over the helicopter and then slowly continued on a westerly course, accelerating at a high rate of speed. Then west of Mansfield Airport, it executed a 45-degree turn and headed to the Northwest.

Captain Coyne indicated the altimeter read a 100 fpm (feet per minute) climb and read 3,500 feet in the full down position. The aircraft then returned to 2,500 feet by Captain Coyne and flown back to Cleveland, Ohio.

The flight plan was closed, and the FAA Flight Service Station was notified of the incident. The radio returned to normal 10 minutes after the incident, having gone completely dead on both UHF and VHF frequencies just after Coyne had established contact with Mansfield control tower.

Several witnesses on the ground reported seeing the helicopter as well as an object "like a blimp" and "as big as a school

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bus" hovering above the helicopter. When the UFOs green light appeared, ground observers reported it was like: "rays coming down and the helicopter, the trees, the road, and everything turned green.

Captain Coyne shared: "from a speed of 600 mph, it abruptly slowed down to our exact speed of 100 mph and hovered above us".

Co-pilot Jezzi shared: "The object was cigar-shaped, metallic grey, with a dome on top."

Staff Sergeant Healey reported: "It was about 60 feet long, without any portholes or intake openings that we could see. At first, it was just showing a red light in the nose. Then a green spotlight at the backswept around and shone into our cabin". [ccclx]

Update on Captain Coyne case No.1: According to the FAA, Cleveland Hopkins Airport Radar confirmed a UFO was in the vicinity of the helicopter.[ccclxi]

French Air Force Mirage III jet takes after UFO.

It was September 23, 1975, 10:30 pm, when an elongated fuselage-shaped UFO 15 meters long with several big, lighted portholes appeared over Cambrai, Nord, France. Immediately a French Air Force Mirage III jet was sent to intercept. As soon as the jet approached, the object moved rapidly and vanished instantaneously. [ccclxii]

Dog Fight over Tehran, Iran:
UFO and the F-4 Phantom:

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As we move forward in time to 1976, a US Defense Intelligence Agency (DIA) UFO report was distributed to the White House, Secretary of State, Joint Chiefs of Staff, National Security Agency (NSA), and Central Intelligence Agency (CIA). The report contained a dogfight between Iranian phantom jets and several large UFOs. The DIA responded to a request for information and located 61 pages regarding this case. Another 16 pages would remain classified and were not releasable to the public. [ccclxiii]

The facts of the case:

Around 12:30 am on September 19, 1976, an F-4 jet under the command of Captain Mohammad Reza Azizkhani was scrambled from Shahrokhi Air Force Base in Tehran to intercept an unidentified flying object. The first object seen (Ob.1) was so bright it could be seen at 70 miles in the distance. Upon approaching the object, all communications and electronics in the F-4 went out. The F-4 pilot turned away from the UFO, and the communication and electronic systems came back online. The F-4 returned to base not knowing how to engage such advanced technology on an unidentified aerial object.

At 1:40 am, a second F-4 was dispatched under Lieutenant Parviz Jafari and Lieutenant Jalal Damirian, and upon approaching, the target got a radar lock. The radar signature was the size of a 707-tanker plane. The object's visual size was not able to be determined because of its brilliance and "flashing strobe lights."

The F-4 pursued the large object (Ob.1) in a southerly direction. It was then a smaller object (Ob.2), "one half to one third the size of the moon," that came out of the more massive object (Ob.1), heading at a fast speed toward the F-4.

The F-4 pilot, feeling threatened, armed with an AIM 9 missile attempted to fire at the object. It was at this point, his weapons control mechanism shut down as well as his communications. The F-4 pilot initiated a negative G dive to get away from the massive object

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(Ob.1). It was then the oncoming Object 2 then went to the inside of Lieutenant Parviz Jafari's turn.

The second smaller Object (Ob.2) then returned to the large UFO (Ob.1). Though there was static, the F-4 pilot could then gain back his communications and control mechanisms as they flew farther away from the object.

It was then a third object (Ob.3) that emerged from the larger object heading straight down at terrific speed. Lieutenant Parviz Jafari in the F-4 was expecting this object would crash into the ground but gently landed, creating a field of light for 2-3 kilometers.

Lieutenant Parviz Jafari in his F-4 went back to the base to land and on approach witnessed a fourth object (Ob.4) this time; the device was "cylindrical in shape" about 10 meters long that had a light on either and a flasher light in the middle.

The above Teletype case was transmitted to top US officials, including the Secretary of State, the Central Intelligence Agency, the White House, the Air Force and Army Chiefs of Staff, the Chief of Naval Operations, the Defense Intelligence Agency, the Commander in Chief of US Naval Forces in the Middle East, the Commander in Chief of the US Air Force in Europe (Ramstein), the European Defense Air Command, and the Commander in Chief of Forces in Europe. [ccclxv]

In 2001, the pilot of the second jet: "Colonel Jafari," presented his case in front of many witnesses at the National Press Club in Washington DC. During the period 2001 to 2010, the Disclosure Project, under the leadership of Dr. Steven Greer, produced valuable governmental and military witness testimony on the UFO phenomenon.

These military and civilian testimonials can be seen on YouTube, and the individual testimonies of these cases can be read in his book "Disclosure."

UFO follows helicopter

On October 27, 1977, three helicopters of the Italian Army's Light Aircraft Corps (Aviazione Leggera Esercito) were followed for

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over five minutes by an orange UFO at the military airport of Elmas / Cagliari, Sardinia, Italy.

According to the ‘Centro Ufologico Nazionale’: "The object was seen and tracked by both military and civilian witnesses and from the Elmas control tower. The Commander of the Operative Office of the Air Force base located there, Colonel Giomaria, ordered a jet interceptor to take off and investigate. Still, the jet was not able to intercept the unidentified intruder."

"Major Francesco Zoppi, the chief pilot of the ALE 21st Group Squadron, and his co-pilot Lt. Riccardelli vouched for the reality of the object since they observed the UFO at a distance; of fewer than one thousand feet."

"The Air Base commander, Colonel Mario D'Angelo, admitted the presence of "unidentified aircraft" over Sardinia and sent a detailed report to the Italian Minister of Defense, who had instigated an official investigation of the incident. This, then, was Italy's first official military UFO investigation."

Radar had detected nothing, and the official explanation was that the helicopters had encountered 'an aircraft operating out of Sardinia in the course of an ordinary flight mission. [ccclxvi]

Update on the Elmas UFO event: October 27 and November 2, 1977, ground and air observers spotted a luminous orange circle. According to a local paper, personnel in the Elmas Control Tower tracked the object visually and by radar. The Commander of the Office of Operations of the Air Force Base, Colonel Giomaria, ordered a jet interceptor aircraft to investigate. But the jet was unable to intercept the UFO as a result of its speed.

In the official report on the encounter, Major Francesco Zoppi, chief pilot of the Orsa Maggiore Squadron of the ALE 21st. Helicopter Group and his co-pilot, Lt. Riccardelli, said they had been at a distance of fewer than 1,000 feet from the luminous circle (UFO). Colonel Mario D'Angelo, Commandant of the Cagliari Air Force Base, did not attempt to deny what had occurred.

"We had taken off in the helicopters for normal training flights when, at a distance of about 300 meters, I saw, in front of me, an extremely bright orange colored circle (UFO).”

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“My first thought was that it was an optical illusion, but as soon as Lt. Riccardelli, who was sitting beside me, also saw it, we at once contacted the Control Tower by radio. They replied that nothing was visible from the ground. Meanwhile, the fiery circle continued to be there, right in front of us and moving at speed almost identical to our own. Then I asked the other two helicopters in our squadron whether they could see it. One said they could and that that they saw the same thing as we were, while the third helicopter, piloted by Captain. Romolo Romani replied that they saw nothing."

"The luminous circle then vanished at speed impossible for any aircraft of this world to equal. I called the Control Tower again and was informed that in the meantime, other people had seen it and had been following it with binoculars. But the radar had detected nothing."

“I ruled out any possibility that it can have been an aircraft or sonde balloon. Had it been an aircraft, the radar would have been bound to corroborate its presence. As for a sonde balloon – that is even more improbable because, at the distance at which we were from it, the balloon would never have been able to vanish at so high a speed.”[ccclxvii]

Peruvian Air Force engages UFO.

The next UFO case comes from the Defense Intelligence Agency file, which was also circulated to the National Security Agency and the Central Intelligence Agency. With the recent release of the Central Intelligence Agency UFO case files this incident was not found. This letter was sent to the US air attaché in Lima.

On May 9, 1980, several Peruvian Air Force pilots spotted unidentified flying objects in the vicinity of Mariano Melgar Air Base, La Joya. According to the teletype message, the (unknown aerial) vehicle was spotted on two different occasions.

The first UFO sighting was during the morning hours of May 9, 1980, and the second during the early evening hours of May 10, 1980. On May 9, while a group of Peruvian Air Force officers was in

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formation at Mariano Melgar, they spotted a UFO round in shape, hovering near the airfield.

The Air Commander scrambled a Russian made SU-22 Aircraft to make an intercept. According to a third-party, the pilot intercepted the UFO and fired upon it at very close range without causing any apparent damage. The pilot tried to make a second pass on the vehicle, but the UFO outran the SU-22.

The second UFO sighting was during the hours of darkness. The UFO was described as a lighted object. Again, a SU-22 was scrambled, but the (unknown aerial) vehicle outran the aircraft.[ccclxviii]

Russian Pilots scramble after UFO.

UFO researcher and psychologist Dr. Leonard H. Stringfield mentioned in his book that Dr. Marina Popovich (a retired Soviet Air Force Colonel) attended a UFO symposium of nine countries meeting in Munich, Germany.

During this meeting, Dr. Marina Popovich confirmed the Soviet Chief of Air Command, a Russian Major General, had agreed to discuss an aerial engagement with UFO over Russian territory.

On March 21, 1990, two Russian MIG fighter jets were scrambled to chase a 100 to 200-meter disk near a highway. The Russian Major General shared: "It was apparent from the description of the case, the UFO was not of this world and had the ability to out-fly, out-pace any of the modern jets used at the time." [ccclxix]

Update on the Russian MIG UFO encounter: The Chief of the Russian Air Defense Forces, General Igor Maltsev, commented that on March 21, 1990, a 200 meter (328-foot disc) near a Russian highway was beyond terrestrial machine capabilities at the time of the encounter with MIG fighters. In other articles, he was quoted as believing these machines have been able to master gravity.[ccclxx]

Advanced Alien Technology

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"No shoot down orders."

On March 21, 1990, a disc-shaped UFO, over 650 feet in diameter, flew over several cities of the Soviet Union. The UFO moved around on its axis and traveled along a zigzag-like trajectory. As the UFO passed over several cities, radar units picked up the craft on their scopes.

Russian Air Defense command ordered two fighter planes scrambled to identify the object over the cities. The pilots spotted the UFO when they reached the designated location. It was hovering in a stationary pattern in the sky.

The pilots confirmed the UFO, as if detecting their soviet planes, took off and exhibited speeds over three times that of their modern fighter planes.

The Chief of the Main Staff of the Soviet Defense forces near Moscow confirmed the UFO incident. Several years later, Ivan Tretyak, the Commander in Chief of the Soviet Air Forces, confirmed that “no shootdown” orders were given as it was believed the UFO possessed an extreme capacity for retaliation. [ccclxxi]

Russian Interceptors chase UFOs.

On October 8, 1990, Interceptor Pilot S. Proshkin reported he was sent on an assignment after an aerial target appeared over Russia.

Interceptor Pilot report is as follows: “At 1122 hours, I received the coordinates of the target in the mission to take a look at (redacted). According to the command post's information, the object was located at an altitude of 4.5 km. The weather was clear and cloudless, the visibility excellent. But the search for the target did not yield any results. I reported this, turned, and headed home."

"Suddenly, something made my head turn. To the rear and to the right, I saw two cigar-shaped objects of considerable dimension. The length of the first UFO was approximately 2 km long (1.2 miles long) and the second about 400 meters long (1,300 feet long)." Both UFOs were larger than any US or Russian aircraft carrier.

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"The UFOs were positioned one behind the other and were in good view against the background of the clear sky. The smaller UFO cast a silver color in the sun's rays, and the larger UFO appeared to be lusterless. But I was not able to make out details and structural features as the distance were too great."

"I noticed the UFOs moved sideways with great speed. I turned and began to close in, and suddenly both targets disappeared from the field of vision. But the Pips (blips) stayed on the radar." According to this information from the command post, about 15 km separating us at this point.[cccLxxii]

UFO hits Russian MIG 21

On October 31, 2007, two non-translucid UFOs hit a MIG 21 Lancer fighter plane over Bucharest, Romania. Lt. Col. Nicolae Grigorie said a video recorded by cameras onboard the plane captured: “two solid bodies, which are not translucid.”

Lt. Colonel Nicolae Grigorie shared: “They couldn't be birds because there are no birds in Europe able to fly so high. And they couldn't be ice bodies because it was a clear sky, neither could they be pieces of another plane or a meteor.”

Lt. Col. Nicolae Grigorie said the government has ruled out rocket launches and ground artillery fires as causes of the incident. [cccLxxiv]

F-16s chase UFO
Greek Air Force chase UFOs

On November 11, 2007, in an unsupported case, the Greek Air Force launched two F-16s to chase a UFO around 3:20 am after three commercial jet crews confirmed the same unidentified flying object.

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USAF F-16CJ 20th Fighter Wing, courtesy of Staff Sergeant Jason Gamble | [ccclxxv]

An official UFO report was filed, and the recording between the first pilot commercial pilot and the airport control tower was released to the public.

Three separate airline crews, Olympic Airways, flights 266, 730, and 700 reported and observed the UFO. The pilots shared the UFO performed fast maneuvers, changed shapes, moved erratically, then, as the jets approached, took off at incredible speed.

The event was also first visually captured by the Greek Air Force Radar station at the Parintha Mountain. Airport control tower employees at the Athens Airport Control tower also observed the UFO moving towards Karystos.

The Greek Air Force confirmed the UFO was "large, of an unusual shape and very bright." The Greek Air Force requested the F-16 pilots to take pictures. However, these have not been released. As usual, the government came back with the statement the pilots had seen the planet "Venus." [ccclxxvi]

Note 1: Venus appears to move with the rotation of the Earth. However, it does not shoot off into space when chased by military jets.

Note 2: Three separate Airline crews observing the same erratic moves from a flying object, unconventionally shaped, would not be considered "Venus" as it moves toward a Greek town.

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Note 3: Ground observers at the Greek Air Force radar station, the Athens Control tower, in addition to the three airline crews, should all be given a long rest if they mistook the planet "Venus" for an erratically moving UFO.

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Chapter 10: CIA hides Deadly UFO Interceptions

Army Airman Killed Chasing Flying Disc

January 9, 1948, Amarillo Daily News, Amarillo, Texas

None of the CIA reports released to date reveal deadly encounters with alien ships. Despite the fact, the CIA was informed of the loss of a US pilot and F-89C scorpion jet during a UFO chase in 1953. The number of such deadly encounters has grown considerably as more documents become declassified.

Research of these cases reveals human fatalities and loss of planes when UFOs and military jets meet.

In some cases, the planes experience mechanical difficulties, such as engines suddenly shutting down. In other cases, the military pilots are blown out of the sky or disappear, never to be found.

A note so new phenomena but not heavily explore is the abduction of pilots and planes. However, reports are now surfacing, confirming this has been a possible reality.

Assumed to be classified, many of these UFO cases will never see the light of day. According to USMC Donald Keyhoe, the reason for secrecy in the military and UFO encounters was to avoid embarrassment. In some cases, family members of lost pilots were told by military authorities: “the pilot and aircraft loss were due to equipment malfunction or lost in action."

Captain Mantell dies
during the chase of a large UFO.

This first case is in the Air Force Project Blue Book files and local newspapers. Around 2:45 pm on January 7, 1948; Air National Guard Captain Thomas F. Mantell was flying an F-51 when he

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contacts the control tower to inform operators, he was chasing a giant unidentified flying object over Kentucky. According to Air Force records; Mantell informs the control tower the UFO was:

1. very “bright”;
2. appeared “metallic”; and
3. was of "tremendous size."

At 15,000 feet, Mantell could see the unknown craft. In his transmission to the control tower, he shared the UFO is; "directly ahead and above me moving about half my speed." A few moments later, Mantell communicated the object was bright and climbing up and away from his position. At that point, Mantell informed the tower he was heading up to 20,000 feet, and if he failed to close in on the object, he would abandon the chase.

About 30 minutes later, his plane crashed, and Mantell was killed. The Air Force concluded that: "Captain Mantell lost consciousness from lack of oxygen and crashed while attempting to intercept a high altitude unidentified aerial object."

Balloons were first postulated as the cause of the UFO only to be determined not the case.[cccLxxvii]

UFO makes several deadly passes on F-51

On July 9, 1951, at 1:40 pm, 1st Lt. George H. Kinmon, Jr., of the 160th Tactical Recon Wing, Lawson AFB, Columbus, Ga flying an F-51 "Mustang" fighter when he encountered a UFO.

According to Kinmon, the UFO was a white oval disc about twice his plane's size [or about 75 feet]. He was concerned as he believed the UFO was on a collision course with his plane.

Suddenly the UFO dove underneath his plane, narrowly missing impact. The aerial engagement took place around 8,000 feet. Kinmon turned his plane to pursue the UFO but couldn't find the object. It was then 15 seconds later - the UFO made another head-on dive at him. The strange thing was the UFO continued this "hit and

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run" tactic several more times as if playing with the F-51. On the last pass, the UFO climbed upward out of sight.

Kinmon states the UFO was 300 to 400 feet from the plane and appeared 10 - 15 feet in diameter. The UFO was flat on top and bottom, while the craft's color was white, not aluminum.

The front view of the UFO had rounded edges, slightly beveled, and small crater-like spots. The top view of the UFO, as it dived, appeared round and spun clockwise. As the object dived, the observer noted no vapor trails or exhaust, or visible system of propulsion from the front view.[cccIxxviii]

UFO Dogfight with F-47 Thunderbolt; AEC plant at Oak Ridge Labs:

On June 21, 1952, at around 10:58 pm, a Ground observer reported a slow-moving craft approaching the AEC Oak Ridge Laboratory. The spotter, in turn, contacted his filter center to report the restricted airspace violation. Ground intercept radar picked up the object. The UFO vanished from the radarscope before our jets launched. Then an F-47 “Thunderbolt” aircraft on combat patrol was vectored to the last sighting location.

According to Ruppelt, the UFO and Thunderbolt engaged in a dogfight from 10,000 to 27,000 feet, and during the event, the object made several ramming attacks on the F-47.

The UFO's shape could not be identified, only that it was white and appeared 6 to 8 inches in diameter from a distance. A light encircled the entire craft and exhibited a small blinking light on its hull until the UFO put on power.

Then a second UFO pulled up some 4,000 to 5,000 feet above the F-47 and at 22,000 feet made a final dive at the plane, pulled up to its previous position, and disappeared. The pilot mentioned the object was very elusive during the engagement.

The Air Force described this incident as being caused by a possible balloon. Built by Republic Aviation, The P-47 was known as the Thunderbolt. Pratt & Whitney Company made the radial engine.

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Its maximum speed was 433 miles per hour and had an altitude range of 43,000 feet.

Comment: Here again, we have a possible balloon that supposedly dove at our plane, made several passes, and then left the scene. The file states a balloon was launched the day before the incident from McGhee-Tyson Airport. Oak Ridge confirmed no balloons launched from their base since December 1950. In this case, the pilot did not see a Balloon.[cccIxxix]

Loss of pilots and plane chasing UFO

The following case was sent to the **CIA**, DIA, and NSA, yet not disclosed in the recent CIA UFO file release.

On November 23, 1953, Air Defense Command Ground Control Intercept (GCI) was alerted to the presence of unidentified aerial targets shown on the radar scope in the vicinity of Soo Locks, Michigan.

An F-89C scorpion jet was scrambled with two pilots from Kinross Air Force Base to intercept the UFO.

Lieut. Felix Moncla Jr and Lieut. R.R. Wilson was aboard the F-89C scorpion jet, reached altitude, and headed for the last known location of the UFO. GCI directed the F-89C to the target, and on approach were informed the UFO suddenly changed course.

Placing the F-89C scorpion jet at maximum speed, the pilots could close the gap with the alien vehicle off Keweenaw Point.

As GCI watched the two blips on their radar scopes come close together, they suddenly merged at one point and remained as one point until they disappeared from the radar screens.

GCI realized a tragic event unfolded and immediately sent a message to search and rescue. As of 2021, the pilots and wreckage have never been found.[cccIxxx]

CIA continues monitoring UFO incidents

The main US Government Agencies (CIA, DIA, NSA) monitoring all communications worldwide keep up-to-date records of

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UFO reports and military correspondence. Surprisingly, we did not find the following statement from General Exon in the declassified files.

UFO visits Air Base – loss of pilot and plane

In 1956 General Arthur Ernest Exon made some stunning remarks about UFO encounters in the US and Foreign AirSpace.

In 1960 General Arthur Ernest Exon became chief of ballistic missiles within the Directorate of Operations, Headquarters US Air Forces in Europe. He was responsible for establishing the Jupiter Ballistic Missile system for the North Atlantic Treaty Organization in Italy and Turkey. He departed Europe in July 1963 for duty as deputy commander, Middletown Air Materiel Area, Olmsted Air Force Base, Pa. In August 1964, he was assigned as commander, Wright-Patterson Air Force Base, Ohio.[cccIxxxi]

The following report does not show up in Project Blue Book UFO cases or CIA release but is of interest to the reader. Doctor Irena Scott, a former Defense Intelligence Agency (DIA) employee, received the following report in 1996.

“We have lost planes and pilots during UFO engagements”
Brigadier General Arthur Ernest Exon:

In my research, I have come across many statements by US and Foreign military officers and political figures who have stated, "we have lost men and planes" while chasing UFOs. Most Americans do not know this sad fact, as the statements are buried in declassified files and newspaper articles. I can say for a fact, if I had not undertaken such research, I would have never known the truth about the loss of many hundreds of pilots during UFO encounters.

We are thankful for the work of researcher and author Kevin Randle on this next piece of information. In 1955 or 1956, it was revealed by General Exon that the US had lost planes and pilots during an engagement over American soil. According to Kevin Randle (in talking to General Arthur Exon):

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"He told us about four, I think, F-89 fighter planes that disappeared over the continental United States chasing these [UFOs]."

"The planes flat vanished, nobody ever found them. And that the oversight committee and the Pentagon very upset, and that was how Exon learned about them and was involved in some of that activity. We found Exon through our investigation talking to other people. Arthur Exon, we'd been able to confirm who the committee was [sic]".

Randle continues: "The only thing he could tell us about the F-89s was that he thought it was around 1955 or 56, and it was in Tennessee or Kentucky [For the record, Paris, Illinois, is near the Illinois/Indiana State Line some 120 miles north of Kentucky]. He really couldn't remember all the details.

Randle continues: Now I've gone back through the New York Times index of aircraft accidents looking for disappearances of aircraft. I haven't been able to find any. That simply means I haven't been able to find it yet, so we're still working on that lead." [ccclxxxii]

UFO on a collision course with T-33

On May 22, 1956, at 11:05 pm USAF officer Earl D. Holwadel, piloting T-33 jet, and an unnamed officer in the back seat during a night flight heading 50° at 18,000 feet, saw a bright light due East, then saw it again in the East at 11:15 pm north of Monroe, Louisiana.

Holwadel banked right to the SE somewhat behind the object now seen in the SE at a great distance. The UFO suddenly came straight at them at high speed, passing in front of the T-33 at about 225 feet away under the "nose" of the object, no jet wash, on a heading of 330°.

The UFO had an intensely bright white light from a "greenhouse-shaped dome" or cockpit window at its front end that lit up the canopy of the T-33.

The UFO was about 30-40 feet long, elliptical in shape, shorter than a C-47 but wider, a small, steady red running light in the center, with no wings, only stubby protrusions extending 3-4 feet and 25 feet

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long on each side, bottom surface like steel with ribs extending down 2-4 feet with a wave-like appearance.[ccclxxxiii]

The pilot and plane go missing.

During the spring of 1957, an airman at Ellsworth Air Force Base South Dakota witnessed a UFO from his barracks' steps. The airman stated, "it was saucer-shaped and silver in color. On the top side of the saucer was a dome with what appeared to be portholes, behind which she could see moving shadows. The lower part of the saucer was metallic in appearance, and it was constantly changing color." The UFO hovered motionless in the sky just above the base and was about the size of a house.

After a few minutes, the UFO shot straight up into the sky at an unbelievable speed. The witness looked towards the hangers and could see the pilots running towards their planes. He recalled seeing a lot of activity on the base as the interceptors were being prepared for takeoff.

As the witness reached the control Tower, he could hear the pilots being scrambled. Over the intercom, he overheard one of the pilots as they engaged the UFO.

One pilot exclaimed: "this thing acts as if it is playing games with us. It sits and waits on us, and when we get close, it takes off and leaves us like we are standing still."

The controller then asked the pilots to get close enough to see what it was made of. The pilot responded that the object was ahead of them and seemed to be waiting again. He shouted: "It appears to be metallic" – then – all of a sudden in the control room, they heard a crash over the intercom. The controllers attempted to reach the pilot, but there was just silence – he could no longer be contacted. As a witness left the control tower, an officer told everyone before they left not to talk about what they had seen and heard. To this day, the wreckage and pilot were never found.[ccclxxxiv]

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UFO shoots at Military transport plane

In 1958, exact date unknown, a US Air Force transport plane and crew encountered a hostile UFO over the Pacific Ocean. The pilot stated he believed they were shot at with small blue-green objects emitted from an unidentified flying object.

The pilot exclaimed little blue-green-colored objects shot from the UFO created several aerial explosions similar to "anti-aircraft bursts." The pilot responded by firing a challenge rocket. Then a red flare and more bursts appeared coming from the UFO as if to answer the exchange. This case does not appear to be in the US Air Force Project Blue Book files and is believed to be classified to this very day.

Such weapons or exchanges of warning between a US military plane and UFO would be considered some form of threat. Such threats would most likely become a matter of National Security and be immediately classified from the public. It appears this case was considered a matter of National Security and not placed in Blue Book. [ccclxxxv]

Loss of Pilot and Plane

In 1959 an F-106 Delta dart Jet stationed in Okinawa and Misawa, Japan, was scrambled to intercept a UFO near Misawa.

Ground and radar crews vectored the F-106 to the location of the object. Once the pilot had the UFO in his sight, he asked for permission to fire upon the craft. The Pentagon agreed to release the missiles at the target.

Ground support crews were listening on the intercom during the whole aerial engagement. As customary, the pilot rolled his plane to fire his missiles.

Then over the loudspeaker, his voice was heard yelling out as he fired; however, the missiles detonated near the edge of the craft as if an invisible shield protected it.

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Suddenly, the pilot then blurted out, "they've turned on some kind of beam, and they're turning; they're coming after me!"

The pilot then went into a vertical dive maneuver to get away from the approaching UFO.

The men in the radar control tower could hear the heavy breathing of the pilot over the intercom. The pilot was under stress as he attempted to flee the oncoming craft.

The pilot then yelled out again that the UFO was gaining on him, and the beam was coming towards his plane.

The radar operators in the control room shouted contact! The two blips for the UFO and the F-106 matched. Only one blip remained on the scope as if the UFO stopped in midair and was hovering. Then the blip disappeared as if moved swiftly away. The Air Force continued a search but never recovered the plane or the pilot.[cccIxxxvi]

UFO collides with C-188 plane, kills the crew

On April 1, 1959, Air Force Colonel Robert E. Booth, Air Transport Group Commander 1705 Air Transport, McChord Air Force Base, Washington, confirmed that a C-118 had crashed, killing all four crew members after the pilot reported by radio that he had struck some object in the air sometime around 7:44 pm. The C-118 just took off from McChord Field Air Force Base in Tacoma, Washington that morning.

Eleven minutes after the crash of the C-118, residents of Offutt Lake in Washington State sighted a “brilliant aerial object” traveling at a high rate of speed just over the treetops.[cccIxxxvii]

Bob Gribble (founder of the National UFO Reporting Center) investigated the case. According to his investigation with two witnesses, he learned: "a brilliantly glowing UFO moving rapidly northward near the area where the aircraft was moving."

“The original investigation in 1959 concluded that the aircraft was flying south and the UFO was moving north at approximately 8:30 pm. One of the newspaper articles stated that the C-118 crashed around 8:15 pm. The aircraft crashed a few miles to the north of Orting, Washington.”

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“According to researcher Frank Edwards, the Aerial Phenomenon Research Organizations (APRO) completed a thorough investigation of the incident. The C-118 pilot and crew, around 7:44 pm, gave an emergency radio call stating: "We've hit something – or something hit us." It was several seconds later, after deafening silence, that the pilot yelled: "Mayday!---Mayday!”, then those on the other end of the emergency radio heard: “This is it, This is it!”.

According to the report, the large transport tore itself to bits on the side of a mountain between Sumner and Orting.

APRO representatives interviewed several witnesses that described seeing two orange or yellowish objects following close behind the C-118. McChord Air Force Base released the statement the objects were nothing more than parachutes used in joint maneuvers with Fort Lewis.[ccclxxxviii]

Unfortunately, the cat was out of the bag. The news chief at Fort Lewis confirmed that no such activity was in progress that evening.

What did happen was covered up. Typical US protocols and procedures were set in motion. Troops were brought in from Fort Lewis to quarantine the crash site. Other military men who interviewed residents near the crash scenes were told to remain silent about their information on the crash. The investigators found a portion of the torn tail section on Mount Ranier, several miles from the fuselage's final resting place. [ccclxxxix]

According to the ‘Port Angeles Evening News,’ Pilot Ft. Lt. Robert R. Dimick radioed McChord Air Force Base, stating: "We hit something, or something hit us." The news article states the plane was on fire and trailing flames when it plunged out of the night sky and exploded on a hillside. Colonel Robert E. Booth said the pilot yelled: "Mayday" and stated they would attempt to make it back to McChord.

According to the newspaper, "the collision theory could not be confirmed. There were no other reports, from either military or civilian sources of an in-flight collision or even a near miss." However, it was reported dozens of witnesses in the Puyallup River Valley watched

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the C118 go down. Mr. Fred Emard of the Orting Police Department witnessed the crash and heard the tremendous explosion.[cccxc]

500-foot-long UFO on a collision course with a bomber

On January 18, 1960, a B-52 with a four-member crew picked up an object on two separate radarscopes that revealed a speed of 10-14,000 knots. The radarscopes displayed the large object that was on a collision course with the bomber at 38,000 feet. Suddenly the UFO passed the bomber, and the crew continued to monitor the object several times on radar.

According to the Air Force files, this UFO gave off a radar signature the size of three B-52's! This is 100 feet longer than a football field or half the Nimitz class aircraft carrier's length. A very unusual fact was revealed from radarscope: the object approached the bomber "broadside" versus normal head-on towards the stern flight path.

As the UFO passed the bomber, the tail gunner picked up the object, and that it disappeared almost immediately on a heading of 240 degrees.

Three observers witnessed the UFO on the front ASB-4 radar and repeater scope, as well as the MD-9 radarscope. The Air Force ruled out meteorological inversions and other aircraft as these were not picked up by ground radar.

A Teletype was sent to ADC ENT Air Force Base (CO), Central Air Defense Force (HQ) Richard-Cenbaur Air Force Base (MO), ATIC Wright Patterson Air Force Base (OH), HQ USAFS (AFCIN) (DC), and Secretary of the Air Force (SAFIC) (DC). The Air Force later concluded this radar sighting of a large object was caused by some anomalous propagation.[cccxci]

Supreme Commander - loss of pilots and planes
"Do not shoot down UFOs."

In 1965, the Soviet Air Defense Forces' Supreme Commander communicated a directive to the military leadership staff forbidding

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pilots firing on Unidentified flying objects during military maneuvers.

The Russian leadership experienced increased aerial activity of UFO visitation at missile/rocket launch facilities, nuclear weapon storage areas, and secret military facilities.

The directives were given as a direct consequence of the loss of pilots and planes during aerial engagement between advanced Soviet aircraft and UFOs. In a 1960 case, on the Soviet Union's border with Iran and Afghanistan, six Soviet aircraft were destroyed, and 12 pilots perished during a UFO engagement. [cccxcii]

UFO on a collision course with U.S. Marine Jet

During the Vietnam War on August 23, 1966, a marine pilot flying 30 nautical miles from Da Nang observed an unidentified flying object shaped like a sausage having lights running along the side.

The oblong-shaped object was first on a head-on collision course with the jet. After zooming past the plane, the UFO turned 180 degrees and flew parallel to the aircraft for about three minutes. It was then the pilot stated the unknown cylinder-shaped object suddenly veered north and vanished. The facts of this case were gathered and then forwarded by Colonel H. N. Sloan, USAF, AFSC Liaison Office, SEA. The Air Force could not conclude and labeled it as having "insufficient data for evaluation."

By now, we know why the Air Force labeled the case as insufficient data because it was under orders from the Pentagon to do so on all unexplained/unknown objects. A cylinder-shaped object would be considered a matter of national security because it was an "unidentified flying object."[cccxciii]

Disaster over Cuba

This next case comes from Timothy Good in his book “Above Top Secret." In March of 1967, Cuban radar installations reported a bogey approaching the Cuban landmass from the northeast. Two Cuban Air Force MiG-21 interceptors were scrambled when the bogey crossed Cuban air space at an altitude of approximately

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10,000 meters and speed approaching Mach [1]; the interceptors were directed to the bogey by Cuban Ground Control Intercept and were guided to within 5 kilometers of the object.

The wing leader reported the UFO was a bright metallic sphere with no visible markings or appendages. After a futile attempt to contact the object for identification, Cuban Air Defense headquarters ordered the wing leader to arm his weapons and destroy the object. The wing leader reported his missiles armed and his radar locked-on.

Seconds later, the wingman began screaming in to his microphone to ground control. Ground Control heard the wingman's message – his wing leader's aircraft had exploded. After regaining his composure, the wingman reported the leader's aircraft had disintegrated in front of his eyes. Cuban radar reported the object quickly accelerated and climbed beyond 30,000 meters, and at last, the report was heading south-southeast toward South America.

An Air Force UFO incident "spot" report was sent to National Security Agency headquarters, which is standard procedure in any case involving aircraft loss by an enemy country. NSA is required to acknowledge receipt of such a report; however, they didn't, and therefore we sent a follow-up report. Within hours we received orders to ship all tapes and pertinent intelligence to the Agency and were told to list the incident in the squadron files as aircraft loss due to equipment malfunction.[cccxcv]

A soviet plane hit by UFO Beam

Lt. Colonel Lev Vyatkin, on April 13, 1967, was at 33,000 feet when he had a run-in with a UFO over Yalta on the Black Sea.

It was 11 pm when looking up from the panel inside his cockpit; he saw a UFO. Off on the plane's port side was a very large oval-shaped object keeping pace. Vyatkin wanted to inspect the UFO and turned toward it, keeping a distance as the object moved. As he continued, the lights on the UFO became dim, then, all of a sudden, a milky white beam of light shot toward his plane. The beam of light stopped just before the nose of his plane.

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Then a second beam hit his wingtip, which evoked tiny sparkles like fireworks. The plane shook violently, and his instruments went off their scales. Vyatkin avoiding disaster, immediately dropped his plane leveled out, and returned to the airfield. Once he has landed, he reported the case to superiors. [cccxcvi]

The US Air Force: "Will destroy hostile UFOs":

On September 14, 1972, at 6:00 am, FAA radar in southern Florida sent two military jets (F-106) into the predawn skies to hunt for a mysterious glowing air-born intruder over West Palm Beach Airport.

NORAD was contacted, and the intercept was ordered. Fighters left Homestead Air Force Base. They were ordered to use onboard radar. One Air Force spokesman stated: "If it had proved hostile, we would have destroyed it."

The UFO departed the vicinity before the Jets arrived on the scene. Two separate FAA air traffic controls commented; one mentioned it was a "good clear target," the other controller said the "object was hard."

The visual report from the ground FAA supervisor, using binoculars said the UFO was "silver-white in color and cigar-shaped." Pilot Major Gerald Smith said, "there was something in the sky over the city" as they were getting cuts from two different military radar installations: "It looked weird."

In his personal opinion, he said: "it was Venus." However, the FAA controller estimated the UFO’s speed was 150 miles per hour, and it kept changing its course. “It appeared erratic.” They agreed it could not have been gas or other atmospheric phenomena, or any plane, as no aircraft were in the area. [cccxcvii]

Japanese pilot plunges to his death.

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On June 9, 1974, Major Shiro Kubota and Lt. Colonel Toshio Nakamura took to the skies in an F-4EJ phantom jet to intercept what they believed to be a Russian bomber off Japan.

There F-4EJ phantom jet was at 30,000 feet when the pilots encountered a disc-shaped, red-orange colored object. The UFO appeared to be 10 meters in diameter and appeared to have small ports (windows) or propulsion outlets.

Colonel Toshio Nakamura aimed the F-4EJ phantom jet toward the disc. As they approached, the UFO appeared larger in their gun-sights.

Suddenly, as if sensing the F-4EJ phantom jet, the UFO executed a shallow turn.

Colonel Toshio Nakamura then readied the 20 mm cannon and closed in on the UFO. This time, the UFO executed a sudden reversal without turning and shot straight toward the Phantom.

Colonel Toshio Nakamura threw the plane to the left to avoid the collision and forced it into a sudden dive.

As if angry, whoever was piloting the UFO, made several rapid high-speed passes at their Phantom jet. As if to warn the F-4EJ phantom jet pilots, the UFO again missed their plane by inches.

Then to Major Shiro Kubota and Lt Colonel Toshio Nakamura's shock, the UFO hit the phantom jet. Reacting quickly, both Major Kubota and Colonel Nakamura ejected out of the plane.

As Colonel Nakamura ejected, his parachute caught fire and fell to his death. It was then the UFO disappeared into the sky or disintegrated.

According to researchers Timothy Good and Stanton Friedman, the Japanese Air Defense authorities investigated the incident. Still, they kept the findings confidential other than Phantom jet serial number 17-8307 crashed, killing Colonel Nakamura following a collision with an “aircraft or object unknown."[cccxcviii]

F-102’s and Pilots disappear!!!!

In 1975 a Top-Secret case was being withheld from the American Public. Radar picked up a giant UFO circling over a military

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base in Florida. Three F-102's were vectored to the location.

To avoid a collision, the three jets spread apart. The UFO then accelerated to a higher altitude. It was then the three jets and pilots suddenly disappeared.

All three merged with the big blip, and the big blip just disappeared, and that was the last they ever saw of the three jets.

Then immediately after that, the UFO went up vertically at terrific speed off the radar. The source of this story was Major Donald Keyhoe, who got the story from the Pentagon.[cccxcix]

Discs bully piper

On May 3, 1975, Carlos Antonio de los Santos Montiel flew his Piper PA 24 Comanche towards Mexico City International Airport when three UFOs approached his plane. The UFOs, about 10 to 12 feet in diameter, took up a position off his wingtip. One UFO swept under his plane bumped it, causing damage.

His controls became temporarily frozen. He was unable to lower the landing gear but then later adjusted the gear to make an emergency landing at Mexico City international airport.[cd]

USAF Pilot lost

This next case comes from Incirlik Air Force Base where my father, Colonel Alston R Chace was assigned during his career.

It was January 14, 1983, and a UFO appeared over the city of Adana in southern Turkey. US Air Force jets scrambled from Incirlik Air Force Base to chase the object. Once reaching the UFO, one of the Air Force jets flew tight circles around the UFO, describing what he saw with ground control. The pilot described a disc-shaped craft with a dome.

Shortly after that, the UFO accelerated out over the Mediterranean Sea with an Air Force F-16 in tow. The other F-16 returned to Incirlik Air Base.

Eric Saunders, the investigator, in this case, shared the Turkish forces became involved in a search and rescue mission over

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the Mediterranean at the request of the United States Air Force looking for the second pilot and plane. The whereabouts of the lost plane and pilot were never revealed.[cdi]

Chinese passenger plane meets a Mothership
nearly forced to make a landing.

This next case is not a military interception; however, it portrays the deadly potential consequences of close proximity to UFOs.

On June 11, 1985, at 10:40 pm, a Chinese Civil Aviation Administration Boeing 747 encountered a UFO on the Peking to Paris flight that almost forced the captain to make an emergency landing.

According to Timothy Good in his book 'Above Top Secret,' Flight CA 933 was over Lanzhou, the capital of Gansu Province, at 2240 hours (1o:40 pm) when Captain Wang Shuting and his crew first observed the object.

The UFO flew across the airliner's path at its altitude of 33,000 feet at a very high speed. The object illuminated an area of twenty-five to thirty square miles and was huge, with an apparent diameter of six miles. It was elliptical and had an extremely bright spot in the center, with three horizontal rows of bluish-white lights on the perimeter. The sighting lasted for two minutes. [cdii]

UFO injures Pilots

On September 30, 1989, a Soviet aircraft and a UFO had an encounter over the city of Borisov in Russia.

Two Soviet aircraft crews reported a large flying disc in their vicinity with five beams of light emanating from it. Three beams were directed toward the ground, and two were projected upward when the object was first cited.

The ground controller instructed one of the planes to alter its course and approach the object. At that point, the disk flew to the same level and aimed one of its beams at the approaching Soviet plane. The beam of light from the UFO illuminated the cockpit.

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Anatoliy Listratov, chairman of the section of all Union Astronomical and Geodesic Society, reported the pilots log revealed:

"At this time, the copilot was at the controls. He observed the object's maneuver and was able to raise his hand to shield himself from the unbearable light. The aircraft commander was resting in the adjoining seat when a bright ray of light, projecting a spot with a diameter of 20 cm, passed his body. This is when both pilots felt heat."

According to Listratov, the aircraft commander both became invalids shortly after the incident. The copilot was forced to leave his job due to a sudden deterioration of health, including the onset of sudden prolonged periods of loss of consciousness.

The aircraft commander died in a few months. The cause of death was listed as cancer, an injury to the organism (his body) was as a result of radiation from the unidentified flying object was listed as a controlling factor on the official medical record in the hospital where the commander died.[cdiii]

Russian soldiers killed by aliens

The actual date of the following hostile encounter with aliens is not identified. If any of the following portions of the story are true, the "encounter gone bad" results are horrific in nature. All we know about this CIA UFO case file is that it came from a KGB file that was eventually declassified, and the story emerged in 1993.

We are using 1991 though the case may have occurred several years earlier. The facts around this case sound fanciful; however, some of the actions appear accurate. One CIA representative referred to this case as "a horrific picture of revenge" on the part of the extraterrestrial creatures.

The case of alien craft shot down

In 1991 a low flying spacecraft in the shape of the saucer appeared above a military unit of 25 soldiers that was conducting routine training maneuvers in Russia.

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For unknown reasons, one of the soldiers unexpectedly launched the surface-to-air missile and hit the UFO. The UFO fell to Earth not far away, and five short humanoids with large heads and large black eyes emerged from it.

What happened next was horrific in that only two (2) of the twenty-five (25) soldiers remained alive after the confrontation. The two survivors said:

"After the aliens freed themselves from the debris (of the crash), they came close together and then merged into a single object that acquired a spherical shape. The object began to buzz and hiss sharply and then became brilliant white. The sphere grew much bigger in a few seconds and exploded by flaring up with an extremely bright light.

At that very instant, twenty-three (23) soldiers who watched the phenomenon turned them into a stone-like substance. (The actual translation was "into a stone pole" or "stone human figures").

The only survivors had been two soldiers who had been protected by several trees in the area from the luminous explosions set off by the aliens. The KGB report specifies that the remains of the UFO and the petrified soldiers were transferred to a secret scientific research Institute near Moscow. There was no mention of what happened to the five alien visitors – whether they died in the luminous explosion or were taken by the Russian Army.

Back at the secret scientific research Institute, specialists studying the case assume that a source of energy still unknown to earthlings transformed the soldiers living organisms into a molecular substance composition that is no different from that of limestone.

On the US obtaining a copy of this declassified document, a CIA representative stated: "If the KGB file corresponds to reality, this is an extremely menacing case. The Aliens possess technology that goes beyond all our assumptions. They can stand up for themselves if attacked."[cdiv]

Russian MIG and pilot go missing

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On July 24 / 25, 1992, a Russian MIG SU-27 fighter and its pilots went missing around 5:00 am during a planned flight. Search, and Rescue teams were dispatched to find the wreckage and pilot. According to the news, the MIG was at 7,500 meters in altitude and tracked on radar. It was soon after contact was lost.

The Far East Air Defense Headquarters added that a UFO had been sighted in the crash area during the SU-27's flight. Another strange fact was the plane and pilot are missing where the radio beacon indicates the pilot ditched. To this day, it has not been published whether the debris or pilots were ever recovered.[cdv]

Near collision with Boeing 737

In another potential deadly case of near-collision with a Passenger plane, this time in China.

On February 9, 1995, a Chinese Boeing 737 airliner had a near-collision with an object which changed from diamond-shaped to round-shaped over Guiyang, Guizhou, China. The UFO was seen on a control tower radar screen.

The pilot didn't see a thing, but the control tower told him a UFO was flying parallel to them. At that moment, the anti-collision automatic system on the Boeing 737 turned on, and the Control Tower gave instructions to the plane to climb over the cloud layer to avoid a collision.[cdvi]

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Chapter 11: The US Navy and UFOs at Sea

Glowing Object Sighted Over Big NATO Naval Maneuvers - Operation Mainbrace

September 15, 1952, Morning Avalanche, Lubbock, Texas

There are fascinating stories of UFO incidents involving the Navies around the world. In some cases, UFOs approach carrier groups as if to monitor the human activity below. In other cases, the interaction is more invasive such as shutting down the propulsion drives of nuclear submarines or battleships.

In almost all of these cases, the CIA reports released reveal very little of any types of encounters with alien ships and Naval exercises. It is unknown if this results from improved classification protocols of the Russian and US agencies and military or the KGB and CIA were clever to keep these incidents well hidden.

Though we lack these CIA case files, there is a growing list of encounters between UFOs and world Naval forces.

UFO near USAT Delarof – Attack Transport

In March 1945, around sunset, the crew members of the US Army Transport Delarof observed a flying sphere (UFO) off the Aleutian Islands.

The US Army Transport Delarof was on a mission hauling munitions and supplies to Alaska. Once the Delarof reached the Aleutian Islands, fourteen (14) sailors reported seeing the sphere flying through the sky. The radioman, Robert S. Crawford, aboard the ship, shares the story below.

"The attack transport ship was heading back to Seattle, in the open sea passing Adak. Crawford was on the port side near the radio room when he heard shouts from some of the crew. He turned and saw a large, round object which had just emerged from the sea.

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Several crewmen saw the UFO emerge from underwater, an estimated mile or so from the Delarof.

The sphere appearing dark in color against the setting sun climbed almost straight up for a few moments, then arced into level flight and began to circle the ship. All the observers were convinced it was a large object.

Crawford estimated the UFO to be 150 to 250 feet in diameter compared to the width of a finger held out at arm's length.

As the UFO circled the Delarof, the flying object was in easy range of the ship's guns. But the gun crews held their fire, though on the alert for any sign of hostility.

The UFO circled the vessel two or three times, moving smoothly and with no audible sound.

All the witnesses felt it was self-propelled; otherwise, the strong winds would have visibly affected its movements.

After several minutes, the flying object disappeared to the south or south-southwest.

Suddenly the crew saw three flashes of light from the area where it had vanished. The Delarof Captain posted an extra watch as the ship moved through that sector later, but nothing was seen.[cdvii]

UFO near USS New York

In March 1945, around 1:00 pm, over two thousand personnel aboard the Battleship USS New York near the Admiralty Islands was called to General Quarters believing a Japanese attack was underway.

The ship was in the South Pacific on the way to join the Seventh Fleet. At first, a single blip appeared on the radarscope. Appearing near the ship was a hovering, motionless disc. The hovering object was described as a shiny silver and oval-shaped flying machine.

The UFO remained with the USS New York for 30 minutes. The Captain then ordered a barrage of 3-inch anti-aircraft shells fired at the hovering object.

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Though the USS New York pounded away for the next 30 minutes; the UFO was never hit. To the crew, the craft appeared close to their ship due to its size; however, it was later determined it was hovering at an elevation of 20,000 feet. Whoever or whatever was piloting the craft; were most likely amused at the ship below lofting shells in its direction. In any case, the occupants decided to climb rapidly and leave the scene.

One official believed the UFO was the planet, Venus. However, planets do not "fly off once fired upon" by battleships. [cdviii]

US Aircraft Carrier encounters UFO fleet.

"Operation Iceberg" was the code name for the battle at Okinawa as United States Marine, Navy, and Army forces confronted the Imperial Japanese Army.

Between April and May 1945, during Operation Iceberg, the US Navy deployment of ships utilized radar as a defensive mechanism to track enemy planes. During this naval engagement, one of our aircraft carriers tracked an inbound fleet of 100 UFOs. [cdix]

“Dawson had been a Combat Information Center (CIC) officer aboard an aircraft carrier. Like that of other CIC officers, his job was to direct fighter aircraft on task-force missions and supply combat information to the task-force commanders. In the last year of the war, he had taken part in the main Okinawa attack and helped numerous direct airstrikes and anti-sub patrols in the last bloody struggle to crush Japan."

"At the time covered by this report, Dawson's task force was patrolling the Nansei-Shoto Archipelago -- a group of rocky little islands south of Okinawa. Working with other task forces, their planes pounded the air bases on the Nansei-Shoto Islands (Ryu Kyu Islands) to prevent their attacking our landing forces at Okinawa."

“It was a bright day with clouds scattered at 5,000 feet. Down in the CIC of Dawson's carrier, he and two intercept officers sat before a huge round radarscope with its greenish-white glow reflecting on their faces. Watching the glass screen, Dawson could see all the task-force ships -- the two carriers with their escort

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cruisers and destroyers -- and also all aircraft within a radius of 100 miles.

In front of the three officers was a large transparent plotting board. Two plotters with headphones stood ready to mark the position of any aircraft.

To the rear in a darkened cubicle, a Navy radar operator kept a constant watch on his scope. He reported every change at 30-second intervals."

"On this particular day, most of the task-force planes were absent on a support mission. Only twelve (12) remained to protect the ship -- 4 in the air and four on each of the two carriers' flight decks.

Dawson was checking the latest weather reports when one of the intercept offices gave an exclamation. Quickly Dawson looked toward the huge plexiglass plotting board. Marking down a new radar report, one plotter had just drawn a huge circled 'X' at a point 120 miles from the carrier. Moments later, he marked 'VL' beside it -- the symbol for a very large blip. Dawson grabbed a handphone connected with the radar operator.

Dawson: "What's that large plot you just sent?" he demanded.

Operator: "Looks like 200 or 300 bogeys," the answer came back.

Second, a plotter penciled the ominous words on the board: 200 to 300 aircraft, unidentified. Almost unable to believe the report, Dawson looked down at the scope before him. But there it was -- a huge greenish-white blob now on the verge on the 100-mile circle. He turned swiftly to one intercept officer.

Dawson: "Try to get the speed estimate."

Interceptor officer: "I don't believe it," he muttered.

Dawson: "What is it?"

Interceptor officer: "It's 650 knots," the intercept officer told him.

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For a moment, intense quiet fell over the Combat Information Center. No plane on Earth could make 650 knots (almost 700 mph). Or was it possible the Japanese had somehow pulled a miracle and secretly built a huge force of supersonic planes?

It couldn't be, and Dawson knew it.

But no matter what it was, this was a mass raid coming in rapidly from the northeast. And all they had to oppose them were 12 inferior fighters. Quickly the CIC men flashed word to the bridge. A second later, the "General Quarters" alarm clanged through the loudspeaker system. Upon the flight deck, four engines roared into life.

Twelve propeller-driven fighters against that horde of fast mystery machines! It was pitifully small, Dawson thought firmly. Yet it was all they could do. As the eight remaining planes of the task-force roared off toward the mystery raiders, Dawson looked at the plotting board.

The unknown raiders -- flying at 12,000 feet -- were 80 miles away. Then as Dawson watched, 2 "arms" began to extend like curving tentacles from the approaching mass's main body. Dawson groaned. They were spreading out as if to cover the entire task-force of Navy vessels.

At Dawson's direction, the Navy planes -- now 45 miles away -- were flying at 15,000 feet. Tautly the CIC men watched the blips of the fighters as they neared the massed unknowns.

"Bogeys now 20 miles," rapped one of the intercept officers, calling off the distance from the objects to the planes.

And abruptly, all three officers stared at one another. The visibility at that height was 50 miles. Long before now, the mystery formation should have been sighted by the pilots.

"Bogeys now only 10 miles … 5 miles … 3 miles … look down, look down!"

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For 5-or-10 seconds, the loudspeakers were silent. Then came the senior pilot's reply.

"Nothing in sight … no bogeys … nothing!'

Dumfounded, Dawson and the others sat still for a moment. The blips of the unknown craft were still racing toward the carriers and their escort ships. Hurriedly recalling the fighters, Dawson seized his phone and warned the bridge of the impending attack.

"You're crazy!" the Captain shouted. "There's nothing in sight. What the hell's going on down there?"

Dawson stared back at the scope. The raiders -- closing at terrific speed -- were now only 5 miles away. Dropping his phone, he ran out to the catwalk beside the flight deck. But there was only an empty blue sky above.

Later Dawson learned that the fighter detector on the flagship had seen the phantom machines on a radarscope. In the weeks that followed, other Navy CIC men tracked similar invisible craft.

After the war, the Navy officially confirmed the "ghost of Nansei-Shoto." But even six years later, when I first met James Dawson, no explanation had ever been found. Or at least made public.

"Whatever the answer," Dawson told me, "I hope they'll continue to be neutral. It's not a pleasant thing to sit there helplessly and watch those 'invisible' aircraft close in on you."

Comment: We are unsure which US Aircraft carrier was involved with this sighting. We know the following carriers participated in this battle; USS Yorktown, USS Missouri, and the USS Enterprise. [cdx]

The ship Marcala encounters a UFO.

Around 10:00 am on August 4, 1950, the ship Marcala encountered a UFO 100 miles southeast of New York City in the Atlantic Ocean. One witness reported:

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"I was in the chart room just after the bridge when the third mate, who is at mid-bridge checking the compass, when someone shouted that there was a flying object off the starboard bow."

"I immediately ascended the coning tower, and by this time, the object was on our starboard beam. It traveled on a reciprocal course to ours about 50 or 100 feet above the water, an estimated speed of over 25 mph.

From the conning tower, I observed it with my binoculars for approximately a minute and a half when it disappeared into the horizon in the northeasterly direction.

I would estimate that the closest approach to my ship was 1,000 feet. The UFO was ovular, cylindrical in shape, the likes of which I have never seen before. Its diameter was approximately 10 feet.

It made no noise near the beam of our ship as it appeared to pick up considerable speed. It was not flying smoothly but impressed me as having a churning or rotary motion. The UFO had a shiny aluminum color and sparkled in the sunlight.

Another mate on board the vessel said the object was elliptical, and I could see it had three dimensions. It wobbled in the air, made no noise, and was metallic white.[cdxi]

UFO descends on USS Duess Destroyer

One night in March 1951, a US Navy radar picket destroyer was on station 125 miles southeast of Cape May, New Jersey, sweeping the sky for miles around with its radar.

The ship, the USS Dyess, provided warning of any sneak attack on Washington, DC, a fear heightened by the fact that America had chosen to resist the communist invasion of South Korea.

Aboard the USS Dyess was Navy Lieutenant Commander Robert Wood, a gentleman who later became professor of astronomy and director of the Observatory at Brevard Community College in Cocoa, Florida.

Commander Wood remembers that about 11:30 pm, a strange target was picked up by the ship's radar approaching from the east.

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Since the object was coming from the mid-Atlantic direction, it prompted some concern by the Navy radar personnel.

According to Commander Wood, this is what happened after the target was first noticed:

1. “This object came in from the east and got within about 30 miles of us when it just stopped dead”.

2. "It had been moving rather slowly, about RS to 90 knots.”

3. "We didn't have the altitude-determining radar on at that time, and we had to get one of the operators to come up."

4. “When he did, we found the object was somewhere in the neighborhood of 3,000 to 4,000 feet altitude.”

5. "This object gave us a blip on the radar screen about the size of a large aircraft, like a DC8 or a DC9. “

6. "I phoned the bridge, and they informed the captain, who ordered the ship to head out in the direction of the object."

7. "I’d been loafing along, steaming in circles, and didn't have all our boiler power on. We did about as much as we could, about 22 knots, out in that direction.”

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8. "We got to within about 15 miles of that object when it suddenly took off at a very high rate of speed."

9. "It was going so rapidly that as the radar turned, we could see the blip just jumping across the screen."

10. "We estimated it was going 5,000 kilometers an hour or roughly 3,000 miles per hour."

11. "Then, when it got up within 35 or 40 miles south of Nantucket, it suddenly just took off and went straight up!"

12. "I called the bridge and said, 'we're losing contact, and the object is fading.' And the operator on the altitude-determining radar in the other end of the room said, 'NO! I've still got it! It's 100 miles high, and it's still going straight up!"

13. "The object then faded from the second radar."

The target had been on the scopes for over half an hour. Officer Wood remained convinced the ship's radar had detected some sort of "unidentified flying object." He also remembers that a report on the incident was sent to the Pentagon but the High Command never acknowledged receiving the document.[cdxii]

Operation Mainbrace - USS Franklin D. Roosevelt

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On September 20, 1952, a few minutes after 4 pm, the personnel aboard the aircraft carrier USS Franklin D. Roosevelt, observed a silvery, spherical object in the sky. The USS FDR was participating in Operation Mainbrace maneuvers when the UFO incident occurred.

During the encounter, this strange sphere was photographed. The UFO was seen moving across the sky behind the fleet. Reporter Wallace Litwin took a series of color photographs, which Navy Intelligence officers examined. The weatherman aboard said a balloon was launched at 3:30 pm, and it rose up and out of sight in the overcast in about 50 seconds.

1952 SPHERE OVER USS FDR AIRCRAFT CARRIER
PHOTOGRAPHED BY U.S. NAVY
"RECONNAISSANCE CRAFT"
DECLARED NOT THE MOON OR BALLOON

Photograph: Thanks to information from Martin Shough, we have been able to obtain clarifications.

The 3-4 photos were taken by the reporter onboard. The reporter later said the object looked like a white ping-pong ball. A letter from the photographer to researcher Ole Henningsen claims that it was not a weather balloon.

As Martin pointed out, there is no evidence in the photo of any radar reflector. Furthermore, the sailors aboard the USS Franklin D. Roosevelt were not the only witnesses. Several other ships in the vicinity reported other sailors seeing the phenomenon.

Furthermore, all ships verified they did not send up weather balloons. To this day, the UFO presence over the USS FDR is theorized to have been interested in the atomic bomb held in the hull

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of the ship. Litwin reported that the FDR was carrying an atomic bomb. [cdxiii]

Operation Mainbrace

In late September 1952, the NATO naval forces had held maneuvers off the coast of Europe; they were called Operation Mainbrace. Before they had started, someone in the Pentagon had half-seriously mentioned that Naval Intelligence should keep an eye open for UFOs, but no one expected the UFOs to show up. Nevertheless, once again, the UFOs were their old unpredictable selves - they were there.

On September 20, a US newspaper reporter aboard an aircraft carrier [USS FDR] in the North Sea was photographing a carrier take-off in color when he happened to look back down the flight deck and saw a group of pilots and flight deck crew watching something in the sky. He went back to look, and there was a silver sphere moving across the sky just behind the fleet of ships. The object appeared to be large, plenty large enough to show up in a photo, so the reporter shot several pictures.

The film was developed right away and turned out to be excellent. He had gotten the superstructure of the carrier in each one, and, judging by the size of the object in each successive photo, one could see that it was moving rapidly. [See photo above]

The intelligence officers aboard the carrier studied the photos. The object looked like a balloon. From its size, it was apparent that if it were a balloon, it would have been launched from one of the ships, so the word went out on the TBS radio: "Who launched a balloon?"

The answer came back on the TBS: "Nobody." Naval Intelligence double-checked, triple-checked and quadruple-checked every ship near the carrier, but they could find no one who had launched the UFO.

We kept after the Navy. The pilots and the flight deck crew who saw the UFO had mixed feelings - some were sure that the UFO was

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a balloon, while others were just as sure that it couldn't have been. It was traveling too fast, and although it resembled a balloon in some ways, it was far from being identical to the hundreds of balloons that the crew had seen the aerologists launch.

We probably wouldn't have tried so hard to get a definite answer to the Mainbrace photos if it hadn't been for the events during the rest of the operation, I explained to the group of ADC officers.

The day after the photos had been taken, six RAF pilots flying a formation of jet fighters over the North Sea saw something coming from the direction of the Mainbrace fleet. It was a shiny, spherical object, and they couldn't recognize it as anything "friendly," so they took after it. But in a minute or two, they lost it. When they neared their base, one of the pilots looked back and saw that the UFO was now following him. He turned, but the UFO also turned, and again it outdistanced the Meteor Jet in a matter of minutes.

On the third consecutive day, a UFO showed up near the fleet, this time over Topcliffe Aerodrome in England. A pilot in a Meteor Jet was scrambled and managed to get his plane fairly close to the UFO, close enough to see that the object was "round, silvery, and white" and seemed to "rotate around its vertical axis and sort of wobble." But before he could close in to get a really good look, it was gone.[cdxiv]

UFOs over the USS FDR Aircraft carrier

Two years later in 1954 a sailor on the USS FDR Aircraft Carrier confirmed: “I too witnessed a daytime event involving a cigar-shaped craft that covered a span of at least 100 feet wide, and 300 feet long, and two 50-foot (roughly) round discs.”

“Without stating my position, I will state that we attempted to engage the [strange] craft with weaponry and, in the ten minutes of viewing and the 4 minutes of this attempt, the weapons would not allow themselves to be prepared for engagement.”

"We also attempted to prepare the launch of aircraft after the event. I was informed of the object when it arrived by a fellow officer who engaged me in a conversation concerning the proper procedure in dealing with this type of event."

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"At the 14-minute mark, the craft rapidly traveled upward as two small round objects emerged, then exited the sea straight up into the sky. At the 21-minute mark, a much larger cigar arrived from directly above the FDR, and the two smaller disks entered the cigar, and then the cigar once again departed upward at 23 minutes roughly. At the 26-minute mark, the cigar returned and dove into the water." [cdxv]

Comment: Given that the CIA was in close contact with the President, the top brass in Washington would be well aware of the above cases.

USS FDR

Two years later, Leon Treadwell, a radar technician on the USS Franklin D. Roosevelt from 1956 & 1958, confirmed a UFO sighting in 1956.

It was July 26, 1956, in the early morning hours, when over 24 sailors observed UFOs from the Aircraft Carrier USS FDR deck.

The USS FDR was anchored in the port of Rio de Janeiro, Brazil, when the event happened.

Treadwell said: "These objects were seen by me and several dozen others, including officers, while crew members of the carrier Franklin D. Roosevelt."

CIC Radar Division picked up several objects several miles away at the height of about 2,000 feet. Those of us who were on duty along with CIC watched the UFOs through high-power binoculars for several minutes before they finally vanished with tremendous speed.

When first sighted, the objects were suspended in midair over one another with 700 feet between them.

Two rows of bright rotating lights could be seen through the middle of each object that made them appear to be round in shape!

For several minutes, the UFOs never moved. Then the upper one released a fireball object that dropped into the top of the lower one. Within seconds, they both vanished with tremendous speed.

Radar contact was almost impossible. It was estimated the objects could have between 75 and 100 feet in length.

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All sailors involved were immediately told to keep a tight lid on what we saw. A report was filed, signed, and sent to the Defense Department, along with a color sketch of what was watched that night by many.[cdxvi]

USS Franklin D Roosevelt (CVA-42) and Aliens

Two years later, in 1958 around 8:00 pm, the USS Aircraft Carrier Franklin D. Roosevelt, cruising the Caribbean near Cuba, had another UFO encounter. A sailor reports the following case: "I was down below when I was told to go topside to see something strange," says Chester, now 56. "So, I went up and couldn't believe my eyes.

“I saw a bright white ball of light (or cigar ship). It headed straight for us, getting bigger and brighter. It was spherical, approximately 75 to 100 feet long. It turned red-orange, and I could feel the heat on my face.”

“As this was going on, the man on watch was yelling into the intercom for an officer to get up on deck. Grusinski continues, "I could see silhouettes of figures looking at us. They had no features, and you could tell they weren't human (aliens). Then the bottom turned cherry red, and it vanished in a flash."[cdxvii]

"Soon after the incident, crew members who talked about it were transferred. Then the **CIA** came on board to investigate a so-called "gambling problem. It was a massive coverup," notes Grusinski. "There was no gambling."

"Over the years, he remembered the strange sighting. Then about 1977-78, he read in a newspaper clipping that a citizens' group in New York had hired a law firm to go after the CIA and the US government to release top-secret UFO information. He sent them a letter about his sighting. The group attempted to get him some information with little success."

"Then, Grusinski pointed out, other researchers uncovered a UFO sighting in which three photographs were taken of a flying disk, also from the USS Franklin D. Roosevelt. This was during Operation Main Brace in which the UFO overtook the NATO fleet."[cdxviii]

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Author Timothy Good shares: Of the 3,000 crewpersons aboard the ship, 25 sailors had observed the strange light following their aircraft carrier.

As the UFO came near the USS FDR, the sailors could see the superstructure coming out of the darkness. It was a large cigar-shaped UFO with a row of brightly lit windows.

As the sailors gawked at the cigar UFO, one sailor affirmed he could see figures peering out the windows looking back at them.

Suddenly, the cigar-shaped UFO turned red-orange and took off into the darkness. When the USS FDR finally docked, the crew were ordered to remain aboard.

Official representatives of the US government came aboard the aircraft carrier to debrief (interview) all the witnesses. After the debriefing, the 25 witnesses were transferred off the ship to other assignments.[cdxix]

Comment: Assigning soldiers, military officers to other bases worldwide were quite common as early as 1947 (Roswell) to prevent soldiers and officers from discussing the UFO events among themselves. It is a better treatment than the USS Princeton soldiers that were all confined to the sickbay for “paranoia” after they all witnessed a UFO.

Aliens repairing their ship

On July 28, 1962, according to the news article, the skipper of a chartered fishing boat spotted lights in the darkness just before dawn about six miles southeast of Avalon (Catalina), California.

He noted the lights were low in the water and stationary as he swung his 46-foot craft through a change of course toward the tip of San Clemente. The lights were almost dead ahead by then, when he trained his binoculars for a good look.

The fisherman was startled to see a squat, lighted structure in which several men appeared to be working, although the enclosure seemed empty of any object. The skipper and another member of the crew viewed the strange sight. They described it like this:

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"It appeared to be the stern of a submarine. We could see five men, two in all-white garb, two in dark trousers and white shirts, and one in a sky-blue jump-suit. We passed abeam at about a quarter-mile, and I was certain it was a submarine low in the water, steel gray, no markings, decks almost awash, with only its tail and odd aft structure showing."

Then the partially submerged object: “started toward us, and I turned hard to keep clear; it swept past us at surprising speed and headed toward the open sea, still on the surface. There was no noise that I could discern, no trailing white wake, just a good size swell.

For a while, the skipper thought it was just an American sub on the surface for a small repair, but the odd superstructure puzzled him, so he reported the sighting to Naval Intelligence. The Navy reacted fast, taking detailed statements, having the skipper study alien submarine silhouettes, and carefully checked his log for course changes, times, and distances involved.

The ‘Los Angeles Times,’ after hearing about the incident checked with the Navy, got a cryptic answer: "There's nothing to it" Washington DC public information reacted the same.

Mr. Miles went on to say that no identification of the submerged UFO was made.[cdxx]

Argentinian Navy “Punta Medanos”
shut down by 800-foot UFO.

On November 12, 1963, an official Argentine Navy UFO report revealed a combined visual and E-M incident that involved the Navy transport ARA "Punta Medanos." A large airship of unknown origin estimated to be 800 feet long was sighted from the vessel's stern.

The UFO, described as being round in shape, was moving at great speed. The airship displayed no lights and made no sound. When the unknown object first appeared, the needles of the ship's magnetic compasses "suddenly and simultaneously" swung off course, pointing toward the UFO.

At the time, the Navy report revealed, the UFO was 3,000 meters (well over a mile) away from the ship. After the UFO left the

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area, the compasses returned to normal operation. According to NICAP, the Geologic division determined the sighting area was magnetically silent and ruled out submarines and military and civilian aircraft. The final opinion was that the UFO caused the E-M interference.[cdxxi]

Out of the Sea

In August 1965, the Russian steamship Raduga reported a fiery sphere-shaped UFO over the Red Sea. From a deck of their ship, about 2 miles in the distance, a sphere flew up out of the Ocean and hovered over the surface of the sea, illuminating the water beneath. As it lifted out of the sea, a gigantic column of water rose from the Ocean before collapsing some moments later. [cdxxii]

UFO approaches SS Morgantown (VCS-S-APS)

On January 11, 1966, at 10:00 pm, three witnesses (the third mate, the helmsman, and the bow lookout on the SS Morgantown) saw a cigar-shaped object approach their ship.

At 22:00 local ship time and about 1,070 miles southeast of Tokyo, the UFO approached the ship's starboard beam from the horizon and then turned almost 180° to avoid going over the ship. The UFO approached the ship within 1 mile at an elevation of 400 feet.

The UFO hovered for 30 seconds, then crossed in front of the ship and made another directional change.

The object was described as cigar-shaped, glowing with an orange-yellow color, with a bright glow on its front, a body with a duller glow, and a long fiery tail. The body appeared to have two lights on top.

The UFO length was estimated at 200-250 feet and its height at about 35-40ft. The object was visible for 3 minutes.

The Master of the ship thought that a plane had crashed in the ocean, and he ordered the ship to turn to complete a search of the area. Two turns were made, and nothing was found in the searches.

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The Air Force labeled this case "decaying-satellites," however when studying the case, we can see this was an error as satellites do not hover over ships, change directions, and disappear.[cdxxiii]

Nuclear Sub USS TIRU

In 1966, aboard the USS TIRU, Milton William Cooper was a Naval Intelligence officer on duty when he witnessed a UFO emerge from the ocean. He shared:

His words: “I had seen a flying saucer the size of an aircraft carrier (1,000 feet long) come right out of the ocean and fly into the clouds.

I looked around quickly to see if anyone else had seen it. Ensign Ball was still bending over the IMC. He was ordering coffee. Geronimo was looking down the starboard side aft.”

"Ensign Ball," I said, "I thought I saw something about 15 degrees relative off the bow, but I lost it. Can you help me look over that area?" Ensign Ball turned, raising his glasses to eye level. I didn't know it at the time, but Geronimo had heard me and turned to look. He was happy that something had broken the monotony.

I was just lifting the binoculars off my chest when I saw it. The giant saucer shape plunged out of the clouds, tumbled, and, pushing the water before it, opened up a hole in the ocean and disappeared from view. “It was incredible.”

This time I had seen it with my naked eyes, and its size in comparison with the total view was nothing short of astounding. Ensign Hall stood in shock, his binoculars in his hands, his mouth open. Geronimo yelled, "Holy shit! What the — hey! did you guys see that?"

Ensign Ball turned, and looking right at me with the most incredulous look on his face, said in a low voice:

"This had to happen on my watch!" He turned, quickly pressing the override on the IMC, and yelled, "Captain to the bridge, Captain to the bridge."

As an afterthought, he pressed the switch again and yelled, "Somebody get a camera up here."

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The Captain called down and ordered someone to closely monitor the radar.

His command was instantly acknowledged. As the five of us stood gazing out over the sea, the same ship or one exactly like it rose slowly, turned in the air, tilted at an angle, and then vanished. I saw the Chief snapping pictures out of the corner of my eye.

This time I had three images from which to draw conclusions. It was a metal machine, of that there was no doubt whatsoever. It was intelligently controlled, of that, I was equally sure.

It was a dull color, kind of like pewter. There were no lights. There was no glow.

I thought I had seen a row of what looked like portholes but could not be certain.

Radar reported contact at the same bearing and gave us a range of 3 nautical miles. The range was right on, as the craft had moved toward the general direction that we were headed. We repeatedly watched as the strange craft reentered the water and then subsequently rose into the clouds over and over again until finally, we knew that it was gone for good. The episode lasted about 10 minutes.

Before leaving the bridge, the Captain took the Chief's camera and instructed each of us not to talk to anyone about what we had seen. He told us the incident was classified, and we were not to discuss it, not even amongst ourselves. We acknowledged his order.

The Captain and the Chief left the bridge. Ensign Ball stepped to the 1MC and, pressing the override switch, announced, "This is Ensign Ball. The Captain has left the bridge. I have the conn." The reply, "Aye-aye sir," quickly followed. Those of us who had witnessed the UFO could not go ashore after we had berthed in Pearl.

Even those of us who didn't have the duty were told we had to stay aboard. After about two hours, a commander from the Office of Naval Intelligence boarded. He went directly to the Captain's stateroom.

It wasn't long before we were called to wait in the passageway outside the Captain's door. Ensign Ball was called first. After about 10 minutes, he came out and went into the wardroom. He looked shaken. I was next.

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When I entered the stateroom, the commander was holding my service record in his hands. He wanted to know why I had gone from the Air Force into the Navy.

“I told him the whole story, and he laughed when I said that after putting off the Navy for fear of chronic seasickness, I hadn't been seasick yet. Suddenly a mask dropped over his face, and looking me directly in the eyes; he asked,

Captain: "What did you see out there?"

Cooper: "I believe it was a flying saucer, sir," I answered. The man began to shake visibly, and he screamed obscenities at me. He threatened to put me in the brig for the rest of my life. I thought he wouldn't stop yelling, but as suddenly as he began, he stopped. I was confused. I had answered his question truthfully, yet I was threatened with prison. I was not afraid, but I was not very confident, either.

Number 1: I figured I had better take another tack. Eighteen years with my father and four years in the Air Force had taught me something. Number one was that officers just do not lose control like that, ever.

Number 2: was that if my answer had elicited that explosion, then the next thing out of my mouth had better be something entirely different.

Number 3: was that his response had been an act of kindness to get me to arrive at exactly that conclusion.

Captain: "Let's start all over again," he said. "What did you see out there?"

Cooper: "Nothing, sir," I answered. "I didn't see a damn thing, and I'd like to get out of here just as soon as possible." A smile spread over his face, and the Captain looked relieved.

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Captain: "Are you sure, Cooper?" he asked.

Cooper: "Yes, sir," I replied, "I'm sure."

Captain: "You're a good sailor, Cooper," he said. 'The Navy needs men like you. You'll go far with the Navy."

He then asked me to read several pieces of paper, and all witnesses said the same thing, only with different words.

I read that if I ever talked about what it was that I didn't see, I could be fined up to $10,000 and imprisoned for up to 10 years or both.

In addition, I could lose all pay and allowances due or ever to become due.

He asked me to sign a piece of paper stating that I understood the laws and regulations that I had just read governing the safeguard of classified information relating to national security.

By signing, I agreed never to communicate in any manner any information regarding the incident with anyone. I was dismissed, and boy, was I glad to get out of there.

Not long after that incident, I de-volunteered from submarines. I was transferred to the USS Tombigbee (AOG-11).[cdxxiv]

Chilean Navy Destroyer tracks six UFOs.

On October 24, 1969, a Chilean Navy destroyer was heading to sea when at 12:43 am, its radar picked up a large target 400 miles out.

Because of the "object's" speed, the operator suspected a malfunction in his equipment. In the next minute, the contact was approximately 150 miles away, closing from 331 degrees of true north. But the operator and officer in charge during the late-night duty (an officer of second-class rank) speculated that the contact was a "plane flying southeast" – very fast at 213 miles in a minute: 12,780 mph!

At 12:47, the contact was only 12 miles away. Suddenly the single contact became six "targets." The "thing spread out - suddenly

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little dots appeared on the radar. "

The officer in charge informed the commander just as the objects making the returns came into view. Both eyewitnesses and radar were reporting six objects approaching the ship. The commander came up to the ship's bridge to see what was going on.

It was a fantastic sight. One massive object and five small objects were approaching at high speed. The "big thing looked like a big box [with] semicircles on the side," looking as if they had been scooped out. The large craft was bathed in brilliant light. The specific characteristics of the UFO are as follows:

1. “The thing (UFO) must have been metallic,” my informant told me.
2. “It was bigger than the destroyer, which was about 110 meters (300 feet) long.”
3. He thought it might be at least twice the length of the ship, but it was difficult to tell because "the light was bright."
4. The five smaller objects were egg-shaped and appeared to be no bigger than eight feet long and five to six feet wide. The UFOs were bluish.
5. At about 2,000 yards out from the destroyer, the smaller objects left the larger object's proximity. Three went port side, and two went starboard.
6. At times, the smaller objects seemed to be flying in "elliptical circles - backward and forwards between the big one and our vessel.
7. "The main object (UFO) did not change direction -- if it had been in the sea, there would have been a collision."
8. A humming noise was audible when the large object got to within 300 yards. It was at this point that the power went out. For a couple of seconds, all instruments went dead as the huge craft passed overhead.
9. At this point, the commander came onto the bridge, asking, "What the hell is that?"

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"You could see the whole thing; the light was so strong. You could see the water, the funnel head, the head of the ship, the towers, everything... Everybody on the bridge was sort of listening to the noise. I don't know how long this thing took to go across."

The bright red lights underneath the main UFO seemed to be moving back and forth inside the "box," shining through a half-circle or crescent shape on the bottom of the object. On the side were what looked like "corn cobs," with green or turquoise pulsing lights. These lights, my informant said, "went right through your head."

The large object passed over the powerless ship. When it was 200 yards away, everything returned to normal. The smaller objects, never coming closer than 500 to 1,000 yards, flew around the ship and joined the larger object on the other side.

The larger UFO continued on its way until it was about two miles beyond the ship. At that point, along with (we assume) the smaller-objects, it vanished.

"It was like somebody opened a big door; then it closed, and it was darkness. The only thing that was left behind was like floating little bits of metallic paper."(!)

At least eight minutes had passed. Three persons had tracked the UFOs on radar. Five persons saw the objects themselves. The ship's commander ordered everyone to keep silent about what they had seen.

Upon getting to the port, all men were ordered to forget they saw the UFOs and remain silent.[cdxxv]

UFO descends on US Nuclear Submarine

In 1973 a sailor aboard the USS Abraham Lincoln reported a large disc that rendered the ship inoperable. The submarine was one day out of Panama when four men spotted a UFO while on the conning tower. The ship's photographer was present using a 35mm camera and 16mm movie camera.

The three seamen were shocked when suddenly a crimson-colored, 100-foot, circular disc dropped out of the sky and made a wide sweeping arc around the ship at an altitude of ten (10) feet.

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At this point, all navigation and sonar were lost on the ship, and the ship was dead in the water. The photographer filmed the whole event with both cameras. The disc-shaped UFO circled the ship two to three more times, took off, and disappeared. It was then the sonar and navigation came back online.

All four witnesses reported the event to the executive officer. The photographer was ordered to develop the film and present them to the commander. The executive officers warned them not to discuss the matter with anyone else on the ship.

When the USS Abraham Lincoln came to the dock, the men were greeted by two civilians and a Navy officer and were questioned for an hour. They were informed their liberty was canceled and taken by military police to a location on the base for further questioning. Once there, a civilian (either **FBI, CIA, OSI,** or **Naval Intelligence**) and a Naval officer came into the room for further interrogation.

One of the witnesses was shown several UFO photos and was able to identify the shape of the one they witnessed. He was given a non-disclosure agreement to sign and was told if breached would cause him to face a court-martial fine and solitary confinement.

He, along with the remaining witnesses, was later released and transferred to separate bases.[cdxxvi]

At Sea

In 1977 the crew of the fishing trawler Vasily Kiselev observed a huge UFO emerge from the Ocean. It was at this point the ship's onboard radar unit became inoperable.

The crew confirmed that a massive donut-shaped UFO rose vertically from the water. From their calculations, the craft was between 1,000 and 1,600 feet in diameter. It rose to 3 miles and remained in a hovering position. Once the UFO shot off, most of the electrical functions aboard the trawler returned to normal. [cdxxvii]

Russian submarine shut down by UFO.

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On October 7, 1977, nine disc-shaped UFOs circled the Soviet Navy submarine repair ship "Volga." The radio, electronics, and onboard communications were all disrupted. According to Jacques Vallee's book, 'UFO Chronicles of the Soviet Union,' Captain Tarantin ordered his men to do the following:

Captain Tarantin: "I want you to observe this carefully and to remember it! I want you to take pictures and to draw it so that when we return to the Soviet Union, no one will be able to say that your Captain was drunk and crazy!"[cdxxviii]

The interviewee: "It all began when we tried to understand the nature of certain underwater surface objects (USOs) that followed our submarines. At times they (these USOs) even anticipated our maneuvers! Initially, we thought they were American devices. One day such an object came to the surface in a rather spectacular fashion."

"One of the icebreakers was working its way in the Arctic Ocean when a brilliant spherical craft suddenly broke through the ice and flew up vertically, showering the vessel with fragments of ice. All the sailors on deck and the officers on the bridge saw it. And it was hard to deny the hole in the ice'".[cdxxix]

Half mile-long UFO over US Nuclear Submarine

Over October 24 and 25, 1998, a former navy submariner from the USS Memphis (SSN-691) reported a large UFO about 150 miles off the Florida coast. The following excerpts come from his statements:

Submariner Interview: "The ship was malfunctioning, our tanks were blowing out of control, we were losing navigation ability, and the communications area was lost. We went to all stop and tried to access what was happening."

"The controls in the reactor area started to malfunction. This presented a danger to our safety, so the Captain ordered us to shut down the reactor, surface, and go to diesel motors."

"When the ship surfaced, I went to my watch station. The ship was still experiencing electronic difficulties, but the mechanical

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devices such as diesel engines, cookstoves, and turbines were fine. It was raining, and the entire sky was red like a red neon sign. It was then; I saw a large inverted V-shaped UFO off the port side."

"The executive officer told me to stand fast, and he would speak to the Captain. In a minute, the Captain appeared on the tower and asked me for a distance to the craft."

"The laser range finder determined the closest point was 200 meters, and the farthest point was 1,000 meters off the port. The UFO was not perpendicular to our ship but at about a 45' angle. This huge vessel was over a half-mile across (800 feet long)."

"The UFO made a half-circle around our ship then passed across the stern, causing our electronics systems to go crazy. We had permanent damage in communications and the sonar room."

"As the craft flew over the stern, I could see the rain stop under its red glow. The water seemed to rise almost a foot as the UFO passed over silently. When the UFO finished its swing across the stern, it paused - the sky got brighter red, and it simply moved off at tremendous speed inside 15 seconds."

"When the UFO left, our boat returned to normal except for the radio and sonar. We did a quick system check, and the Captain ordered us to return to reactor power and get underway."

"The Captain took two petty officers, the executive officer, and myself into the wardroom. He told us to not spread any rumors until we had a chance to talk to Commander Submarine Fleet - Atlantic."

"We reached port in about 7 hours, where I was taken into "protective custody." Two enlisted men and I agreed we had witnessed a real UFO. I was the one who shot it with a laser range finder, so I was the only one that had its exact sizes. I shot [laser] that vessel as it hovered, and I got solid readings not spotty like I would on debris."

“We were in holding for about three hours when an officer from the Air Force arrived and gave us a line of bull about an exploding weather satellite. The Navy then transferred virtually everyone on the crew to new assignments.”[cdxxx]

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Chapter 12: Crashed UFOs and their Recovery

UFO crash, 3d artist Fernando Gregory Milan, [cdxxxi]

Some of most important knowledge humans can gain about this phenomenon originate with the crash and retrieval of alien ships and crew members. The scientific study of these findings holds valuable information on technological advancements in alien craft design and propulsion as well as their biological evolution.

Historical evidence now reveals UFOs have crashed worldwide throughout history including; China, Russia, the US, Brazil, Sweden and Mexico. Unverified reports suggest the Nazi SS also gained knowledge of the propulsion systems from crashed saucers recovered from German soil in the 1930s. Rudolf Lusar, the former German War Ministry Special Weapons Chief had written a book of the great aviation accomplishments under Hitler. This book contained statements that German engineers designed a flying saucer that attained a height of 40,000 feet and speed of 1,250 miles an hour.

However, James H. Doolittle and Hugh L. Dryden informed the House Appropriations Subcommittee these statements were not true after going into Germany after the War.[cdxxxii]

Later, the advanced Nazi SS disc designs in these stories were believed to have combustion engine propulsion systems.

We already discussed a few crash retrievals in Chapter 1 of this book. In the Reverend Turner Hamilton Holt case of 1939 and Reverend William Huffman case of 1941, the crafts and occupants were recovered.

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None of the CIA reports released reveal UFO retrievals of UFOs and alien ships.

Crash at Poland

On July 18, 1943, a UFO crashed at Exelgroud, near Gdynia, on Poland's Baltic coast during World War II. A labor camp worker by the name of Daniel Leger stated he came across a strange colonial hat-shaped object embedded in sand dunes.

Leger estimated the strange craft (UFO) had a diameter of 6 meters. He shared the object had several square portholes with rounded edges on the craft's hull's upper section. The ship had no insignia, welding's or external protuberance like an engine pod.

Leger found a female figure at the crash scene, presumed to be the pilot, trying to free the ship from the sand. While watching the female pilot, he said that he sensed she knew he was watching her.

The female pilot was wearing a tight-fitting one-piece dark brown suit, had blonde hair and broad hips. Leger presumed the female was a German Air Force pilot. However, the female pilot had white skin and slightly slanted Asian-like eyes. Leger stated she addressed him in an odd language that he did not understand.

After the sand was removed from around the embedded spacecraft, Leger said the female pilot entered the ship, and it was then he heard a slight rumbling sound as the two rings on the outside of the spaceship began to rotate.

Leger confirmed each outer-rings of the ship rotated in the opposite direction to the other. An area between the rings became luminous and began to vibrate. It was then the UFO rose from the ground slowly and accelerated into the sky at speed far higher than any German aircraft he had ever seen.[cdxxxiii]

The Roswell Crash
And an Interview with the nephew of a Witness
Near Corona July 5, 1947

We all know the story of the crash near Roswell, New Mexico, that was eventually recovered by the US Army Air Corps. Most of us

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do not know that in July 1947, nearly a dozen people stumbled upon the crashed saucer before the military showed up to collect the wreckage.

I had the chance to interview the nephew of one of the people that found the wreck and aliens.

The story begins with Gerald Anderson having just moved from Indiana to New Mexico on July 4, 1947, as his father Glen was taking a job at Sandia base the following week. Staying with his uncle Guy Anderson at the time, Gerald's older brother in the Marine Corps was visiting and wanted to look for rocks, gemstones in the desert. All four men got into one of the family cars and drove to a location near a creek bed and the plains. The UFO incident unfolds as follows:

The Andersons arrive at the crash scene: As the four Anderson men ventured around the area, they stumbled upon the location of a silver disc embedded on the side of a hill.

One of the members shouted: “that’s a goddamn spaceship."

Gerald shared: "We all went up there to it. There were three creatures and three bodies lying on the ground underneath this thing in the shade.”

“Two weren't moving, and the third one was having trouble breathing. Like when you have broken ribs. There was a fourth one: next to it, sitting there on the ground. There wasn't a thing wrong with it, and it had been giving first aid to the others."

When the family members approached, “one of the creatures recoiled in fear like it thought we were going to attack it," Anderson recounts, covering his face with crossed arms.

The adults repeatedly tried to communicate with the frightened creature, Anderson says, but there was no audible response to greetings spoken in English and Spanish.

Gerald Anderson admitted he went toward one of the creatures it looked like a doll on the ground and intended to touch it. He said the creature felt cold.

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The Archeology Team arrives at the crash scene: A few minutes after the Andersons found the ship, six other people showed up. The group was on a class assignment on an archeological dig at a cliff dwelling a few miles away from the crash site.

They had come towards the crash site thinking what they thought might have been a meteor crash the night before. They soon discovered what crashed was not a meteor but a spaceship. Dr. Buskirk, a leading professor of the team, greeted the Anderson family members and also attempted to communicate with the Aliens in several languages but was unsuccessful. One of the members of the archeology team was W.C. Holden. On a business trip in 2009, I was privy to discuss this case with the nephew of Holden. When he told me the story, I am sure all he saw was a stunned look on my face and mouth wide open. Throughout our meeting, he shared the following encounter that his uncle W.C. Holden shared with him.

It was a sunny day as the archeology team ventured toward their destination, looking at rock formations along the way. Suddenly coming into view was a crashed vehicle that lay before them. Around the craft arrange dead beings that were not human. Not knowing what to do or who to call, curiosity took over, and they looked over the site. Holden peaked inside the doorway of the small craft; he could see the ship was damaged, but from what or whom he had no idea.

As he peeked into the doorway, he felt a strange sensation that someone or something was watching, but he could not tell what or where it was originating.[cdxxxiv]

A Civil engineer arrives at the crash scene: While Dr. Buskirk continued his attempts of communication with the alien, Barney Barnett, a civil engineer in a pickup truck, arrived on the Ridge. He came down to the crash site to join the Anderson's and archaeological team.

The military arrives at the crash scene: Within the hour, a contingent of armed soldiers appeared and quarantined off the area.

According to Gerald Anderson, the one humanoid creature that was still lucid became crazy when he saw the military soldiers.

Gerald said the soldiers confronted the witnesses and things became tense and very dangerous. The Anderson's, the

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archaeological team, and Barry Barnett were told the scene was now a matter of national security and to leave immediately.

The UFO crash at Roswell

From historical facts, we now know that **CIA** Director Admiral Roscoe Hillenkoetter discussed with President Harry S. Truman certain facts of UFO activities in America's skies. What seems more alarming is that the US government Agencies have never released all their files of information on the Roswell crash and the methods used to keep the fact a secret from the American people.

The information is not disclosed on the CIA, DIA, NSA, or FBI websites. All reports on Roswell and Executive decisions made by President Harry S. Truman have remained classified or destroyed.

The crash at Roswell happened before July 8, 1947. The date July 8, 1947, was the day it was announced the UFO had been recovered at Roswell several days before. Interestingly, the week of July 8, 1947, became busy with over 25 UFO sightings recorded over America.

At Roswell, New Mexico, on July 8, 1947, the ‘Roswell Daily Record’ newspaper reported the US Army Air Corps captured a disc on a New Mexico rancher property.

To keep civilians out of the equation, the US Army took control of the crash site under the premise of “National Security."

The Pentagon took the matter one step further and concocted an alternative story shared with the public. Later that day, an officer with the Eighth Air Force stated the US Army Air Corps had recovered a weather balloon at the crash scene.

It was on July 9 that the ‘Roswell Daily Record’ shared the above balloon story. It would take thirty or more years before this cover story would unravel.

In 1994, the US government stated that the weather balloon was, in fact, a top-secret "Mogul" balloon that was being tested for eventual use over Russia.

During that same year (1994), Representative Steven H. Schiff (New Mexico), a member of the United States House of

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Representatives, in response to inquiries concerning a possible cover-up of the crash of an alleged UFO outside of Roswell, NM in 1947, requested information from the Department of Defense (DOD). Schiff commented:

"It's difficult for me to understand, even if there was a legitimate security concern in 1947, that it would be a present security concern these many years later. Frankly, I am baffled by the lack of responsiveness on the part of the Defense Department. On this one issue, I simply can't explain it."[cdxxxv]

Several years later, in 1997, the US government clarified the bodies found at the Roswell crash site were "anthropomorphic dummies." These "dummies" had been dropped from a high-altitude while testing newly designed equipment.

The theory behind this story was that the eyewitnesses arriving earlier at the crash scene must have seen anthropomorphic dummies rather than alien bodies outside the space vehicle. The US government insisted the "anthropomorphic dummies" recovered had been deformed and burned during and after hitting the New Mexico desert floor.

The "anthropomorphic dummies" story fell apart when I learned these special dummies had not been invented until several years after the July 7, 1947 crash. The discrepancy with the "anthropomorphic dummies" is even more complicated when we now have evidence, three separate teams (one an archeological team) that happened upon the crash site seeing the aliens, including one alive.

Today researchers of the Roswell UFO crash understand the government response to the new cover stories never made much sense. However, back in 1947, Americans accepted the balloon story as truth.

The Roswell UFO crash happened during the Presidential Administration of Harry S. Truman. Though our government and military leaders came up with a good story to lead the public astray, it fell apart with the intensive research conducted by Dr. Stanton Friedman, Thomas J. Carey, and Donald R. Schmitt in their book ‘Witness to Roswell: Unmasking the Governments Biggest Cover-up.’

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Tom Carey’s and Don Schmitt’s book shares the details of interviews with hundreds of witnesses surrounding the crash at Roswell and its aftermath. The book is suggested reading if you are interested in the Roswell case. The work done by these researchers is excellent and leaves no doubt that a craft of unknown origin crashed at Roswell. Furthermore, all steps taken by the US Army Air Corps were for reasons of "National Security."

We also have testimony from former US Astronaut Edgar Mitchell (Apollo 14), who came forward to reveal he was told secrets about the Roswell event from close ties he had with the town's families. On several occasions, his friends shared something that was not told to the American people that a ship of unknown origin crashed at Roswell, New Mexico, in 1947.

As we stated above, the US Air Force reported that "anthropomorphic dummies" had been deployed from an airplane, and this was the cause for people seeing strange bodies around the Roswell crash site of 1947.

Later researchers proved this could not be the case as these particular dummies were not invented until 1949 (two years after the crash) and were not tested by the Air Force until the early 1950s.

Furthermore, the weather balloon story put forth from the US Army Air corps went up in smoke when witnesses admitted special "crates" carrying supposed balloon remains were escorted by an armed guard and transferred during "secret flights" to Fort Worth, Texas and on to Wright Patterson Air Force Base (Airfield) in Ohio.

As Carey and Schmidt studied the particular case, the following questions were raised:

1. Why would armed guards be required to accompany “special crates” carrying an advanced weather balloon?

2. Why would the bomb bay hatch on the bomber transport have tarps around it to block the view of crates from the US Army Air Corps armed guards and other military personnel?

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3. Why such secrecy about a recovered Mogul balloon being placed in top-secret crates in a secure area at Roswell Air Force Base?

4. Finally, why would mogul weather balloons under armed guard be escorted in secret flights to Fort Worth, Carswell (Airfield) Air Force Base (TX) to be examined by military authorities and then be sent on to Wright Patterson (Airfield) Air Force Base (OH) to be studied further by other officers and scientists?

5. Furthermore, if anthropomorphic dummies were the real reason for the alien bodies being found at the crash site, why was the local mortician called and ordered to bring "child-sized cadaver bags" to the Roswell base hospital? This very important piece of information leads to several other questions:
    1. Why would burned anthropomorphic dummies be taken to the Roswell base hospital?
    2. Why would the hospital call the local mortuary for child-sized cadaver bags when the anthropomorphic dummies dropped from US planes were over 5 feet in height?
    3. Why would anthropomorphic dummies require cadaver bags when they are not human?
    4. Finally, why would any call be made in 1947 for anthropomorphic dummies when they were not invented until 1949?

According to the ‘Columbus Dispatch’, Glenn Dennis, a mortician in Roswell, said an Army nurse stationed at the base told

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him "she attended the examination of three bodies that doctors said were "definitely not from this planet.'" The nurse, whom he would not identify, told him the small bodies had large head and long fingers with suction pads on the tips. Glenn Dennis shared: "I know something happened. But I don't know what to believe."[cdxxxvi]

Do we have to ask ourselves just what form of life was recovered in 1947 near Roswell, New Mexico, that needed cadaver bags?

Years later, authors Thomas J. Carey and Donald R. Schmitt interviewed several Roswell witnesses that recalled being threatened by US Army Air Corps officials with harm "being left in the desert" if they told anyone of what they knew.

Furthermore, several military officials later recalled being involved with the cover-up, including a Sergeant Melvin E. Brown, who came forward to admit he was one of several soldiers ordered to stand guard over the recovery of alien bodies from the New Mexico Desert in July 1947.[cdxxxvii]

IPU reports on crash at Roswell

In a controversial piece of information, a military Counter Intelligence Corps, Interplanetary Phenomenon Unit Report was uncovered, which describes the events after the Roswell crash. The CIA documents recently released did not contain this information either as it is classified or not true. Below is the information:

On July 22, 1947, an Interplanetary Phenomenon Unit report provided the following information:

1. July 3, 1947, radar stations in Texas and White Sands, New Mexico, tracked two unidentified aircraft until both dropped off the radar.

2. Two crash sites were located near the White Sands Proving Ground. Site LZ-1 was found at a ranch near Corona (75

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miles north of Roswell). Site LZ-2 was established, 20 miles southeast of Socorro.

3. Personnel was more interested in the LZ-2 site as it contained the majority of structural detail of the crafts airframe, propulsion, and navigation technology. The recovery of five bodies in a damaged escape cylinder precluded an investigation at LZ-1.
4. LZ-2 personnel assessed the finds as not belonging to any aircraft, rocket, weapons, or balloon test usually conducted from surrounding bases. It became apparent to all concerned that what had crashed in the desert was something out of this world.

5. The signal Corp at Fort Monmouth, NJ were tracking these objects on and off since June 29. SCEL antennas had locked onto a flight of three objects on July 3 and lost them around 2330 MST. On July 4, a V-2 rocket test was scheduled, and SCEL station "A" was able to track the objects. It was learned at least six radar stations in east Texas and radar stations at Alamogordo AAF and Kirtland had also picked up these objects on the 4th.

(Comment: the tracking of UFOs is consistent with US Air Force radar reports from Fort Monmouth, with UFOs traveling at excessive speeds beyond radar equipment capabilities at the time. Furthermore, on July 10, six flying discs were visualized by the military pilot.)

6. Triangulation and topographical maps helped the search parties locate the site.

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7. A special radiobiological team accompanied by D=SED and security detail from Sandia Base under orders of Colonel Hasbrouck from the Armed Forces Special Weapons Project secured the site.

8. Scientists Dr. J. Robert Oppenheimer, Dr. Wernher Von Braun and several others went to LZ-2.

(Comment: this is consistent with later testimony by witnesses that Dr. Werner Von Braun was able to see the alien vessels)

9. The team learned several bodies were taken to the hospital at Roswell AAF and others to [either] Los Alamos, Wright Field, Patterson AAF, and Randolph Field for security reasons. The dispersion was on the orders of General Thomas Handy (4th Army headquarters).

(Comment: this is consistent with Nurse Testimony who witnessed one of the dead aliens in an emergency room). Nurses at the hospital at the time were Joyce Godard, Adeline Fanton, Claudia Uebele, Rosemary J. Brown (e.g.; Jentsch, McManus)

10. Remains of the power plant were taken to Alamogordo AAF and Kirtland AAF. Structural debris and assorted contents went to AMC, Wright Field. Other remains were transported to WSPG to the storage facilities of the NRL.

(Comment: this is consistent with Bob Lazar's statements in the 1980s of working with power plants at S-4 near Area 51.)

11. It was stated Lt. General Nathan Twining arrived at Alamogordo AAF for a secret meeting on July 7. He visited Kirtland AAF on July 8 and SPG on July 9 to inspect the

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pieces of the craft being stored there. On July 10, General Nathan Twining made a formal inspection at Alamogordo and returned to Wright Field as ordered.

12. The letter also suggested General Eisenhower will see a showing of the recoveries in August (1947).

13. President Truman was given a limited briefing, July 10, 1947, by General Hoyt Vandenberg. [Pentagon]

14. The FBI was denied a request to see the stored craft at Los Alamos under Lt. General Collins's orders.

(Comment: this is consistent with Hoover's memo, FBI director complaining when asked to see the recovered disc it was rejected).

15. Several MPs suffered nervous breakdowns resulting in one suicide from seeing the corpses of alien bodies. Also, several technicians from Sandia experienced contamination from the alien cadavers resulting in three (3) deaths.

16. It was further stated that Secretary of State Marshall and Representative John F. Kennedy (D-Massachusetts) might have learned this information from other sources.

(Comment 1: this is consistent with Marilyn Monroe's wire-tapped statements that John F. Kennedy was permitted to see recovered alien bodies.)

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(Comment 2: this is consistent with Jackie Gleason's statements that he and President Richard Nixon was permitted to see recovered alien bodies.)[cdxxxviii]

Not listed above is the threats to civilians for knowing the truth about the crash. Author Don Schmitt obtained proof that Frankie Dwyer Rowe, a twelve-year-old girl at the time, was threatened as well as her father and mother for their knowledge of the alien crash near Roswell.

Mr. Dan Dwyer, Frankie's father was the Roswell Fire Department Crew Chief at the time. He and several other Roswell firemen were dispatched to the site in the station's tanker truck. Upon getting to the site they later confirmed the saw the alien bodies and were escorted away from the crash site by the US military.

According to the fireman, they confirmed one alien was still alive. The alien was about the size of a ten-year-old child, with grayish skin, no hair, and a large head and eyes.[cdxxxix]

Crash at Aztec, New Mexico

The very next year, in 1948, another UFO crash occurred in New Mexico. The following case is fascinating and comes to us from John D. Lofton, Jr. 'Lubbock Avalanche-Journal.' This case involves a 30-foot diameter spaceship crash at Aztec New Mexico in February of 1948. Some researchers place the date around February 13.

According to the Avalanche: "Robert S. Carr worked on highly classified secret government projects for Walt Disney." During his work with the Disney organization, he learned about this particular crash as "12 " little men were killed on impact.

"The bodies were flown to Wright Patterson Air Force Base in Dayton, Ohio, where the bodies were placed in cryonic suspension."

The fascinating facts revealed in these articles comes from the following points made by Carr:

1. The "**CIA** covered up the information";

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2. Over "500 highly placed people in the medical professional, the academic world, and intelligence community have examined the humanoids and the craft they arrived in";
3. The “beings were described as three and four feet high”;
4. They “were wearing dark blue uniforms made out of a metallic, flexible thread”;
5. "President Dwight D. Eisenhower had the opportunity to touch the UFO."

Not one of us was there to see this sight with our own eyes, but even if one of the above five facts has any truth, then you have to wonder why this should be kept secret. Furthermore, why would the US Government work with Disney on such a project?[cdxl]

Update on the Aztec UFO case 1: James W. Mosely’s book ‘UFO Crash Secrets at Wright Patterson Air Force Base’ shared; on March 25, 1948; the “Army OSI and the IPU (Interplanetary Unit) were put on Red Alert, and the ADC activated the local military units when a UFO crashed in the vicinity of Aztec, New Mexico.”

“When the saucer got into range of a special high-powered radar at the Four Corners Range (Utah, Arizona, New Mexico, Colorado), it (the UFO) began to flutter and wobble from side-to-side and took a trajectory towards the ground.”

"It seems that the beam from this special radar had an ill-effect on the control system of the saucer. The 100-foot saucer crash-landed on Mr. H.D.'s property. HD and family were sworn to secrecy." [cdxli]

Update on the Aztec UFO case 2: On October 6, 1950: a 'Confidential Memo' of the Headquarters, 5th Army Division mentioned; "John de Reneaux photographed the saucer which crashed near Aztec, NM." The memo reveals; "that 'army officials' had attempted to take the photographs away from John de Reneaux but that he had given them another roll of film. In a further interview with the 5th Headquarters, de Reneaux denied any knowledge of the Aztec crash."[cdxlii]

Comment: If John de Reneaux took real photographs of an alien spaceship crash site, was he ever sworn to secrecy or

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threatened in some manner?

Update on the Aztec UFO case 3: APRO received a report from an airman who had been previously stationed in Arizona in 1948. He stated that he had been called out with a scientific, military team to examine a flying saucer that crashed in New Mexico.

When he arrived, the area was roped off and under military guard. The saucer was metallic with a flat circular airfoil. The cabin at the top center was too small for the comfortable use of normal-sized men. Workers told him on the scene that bodies of "little men" had been previously removed from the ship.

According to the report, an attempt to dismantle the ship for removal was a challenge. This was finally solved when it was discovered that the ship was constructed of interlocking sections pinned together at the craft's bottom center.

One unusual feature was that nothing that could conceivably be considered a power plant was found. The only device seeming to relate to the vehicle's propulsion was a ring of components resembling electromagnets mounted in a protuberance directly below the cabin's perimeter where the airfoil joined the central core.

According to the APRO researchers, they had "discounted the story at the time, considering it to be inspired by Scully's book."

APRO then shared they "received some corroboration when a resident of Albuquerque told an APRO member that in 1948 he had been motoring near Taos, New Mexico."

Hearing of a "strange aircraft" that had landed in the desert, the APRO representative went to investigate but was confronted by a military guard and roped-off area. The APRO representative eventually saw a large flat-bed semi-trailer leave carrying a tarpaulin-covered load of irregular shape. Other reports have come from various sources to support the actuality of the above incident.[cdxliii]

A confession of three (3) Saucers at Wright Patterson

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In 1948, a former US Air Force airman peered into one of the hangers at Wright Patterson field and saw three saucer-shaped vehicles. I was invited to lecture on UFOs in Brewster, Massachusetts, at the “The Woodlands” Assisted Living Facility shortly after the publication of my book "UFOs In US AirSpace."

In the audience were former Air Force, Navy, Marine officers, and the widows of former American and British military officers.

After I finished my 1-hour presentation, my father, Colonel Chaplain Alston R. Chace (USAF), introduced me to one of his friends who was well into his 80's at this point. The former officer was intrigued with my talk on UFOs and shared with me the UFO sighting he had a Wright Paterson when he was stationed there.

He stated to me, in 1948, while stationed at Wright Field, he witnessed the three (3) saucers in a Hanger. When I asked him if he had signed a non-disclosure agreement, he said "yes," then added quickly: "Yes, I did, but what are they going to do to me at my age”? [cdxliv]

Crash and Recovery in Mexico near Laredo

In this next case, two Colonels in the US Air Force testified they witnessed a large disc flying over Texas and landing at the border on Mexico soil.

In 1948 an Air Force Colonel flying an F-94 Starfire jet over Albuquerque, New Mexico, confirmed a UFO was tracked in the sky traveling more than 2,000 mph. Upon landing at Dyess Air Force Base, he went to the radar control tower and watched the disc's trajectory.

The Colonel confirmed; next, the UFO disappeared from radar screens (at Dyess) as its trajectory placed it coming down in Mexico near Laredo, Texas.

The Colonel and another pilot grabbed a smaller aircraft, taxied down the runway, and once airborne headed for the crash site. Once spotting the UFO crash site, they came to land the plane and got to the designated location. Troops had already quarantined the area and had covered the crash disc with a canopy. The Colonel

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asked permission to review the fuselage; however, he was turned away.

Several days later, the Colonel and his pilot companion were summoned to Washington DC, where they were sworn to secrecy.

Another Colonel named John W. Bowen (former provost at Carswell Air Force Base) was given access and participated in the recovery of the 90-foot-diameter disc.

Colonel John W. Bowen confirmed the ship came down 30 miles inside the Mexican border, near Laredo, Texas. At the crash site, the soldiers found one deceased four and a half feet tall alien bodies.

Around the same time, a third witness watched the local news TV channel when the camera crew focused on the disc-shaped object stuck slightly tilted in a sand dune. The disc-shaped UFO had a dome at the top with no windows. According to the witness, soldiers and Mexican civilians were in the background around the crash site. It is then theorized the US government, in conjunction with the US Armed forces, removed the craft from the site for storage and analysis.[cdxlv]

The FBI and recovered UFOs

It seems around the same time, March 22, 1950, to be exact, an FBI man by the name of Guy Hottel, Special Agent at the Washington DC Field Office, wrote an Office Memorandum to the Director of the FBI stating the following: "An investigator for the Air Forces reported that three so-called flying saucers had been recovered in New Mexico.

According to the Guy Hottel memo, the alien space ships were circular with raised centers, approximately 50 feet in diameter. Each one was occupied by three bodies of human form but only three (3) feet tall, dressed in metallic cloth of a very fine texture.

Each body was bandaged like the blackout suits used by speed flyers and test pilots. The saucers were found in New Mexico because the Government has a very high-powered radar set-up in that area, and it is believed the radar interferes with the controlling mechanism of the saucers".

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Though this case has been on the website since 1977, the story, when released, was carried on Fox News in 2011. The story around this document from another source (Dr. Bruce Maccabee) was that this particular memo was based on the FBI's information by a writer wanting to gain income. As such, the FBI document is controversial.

However, historians agree that at the time, the FBI took the information seriously and certain subject matters in the document reflect some truth regarding the crash of at least one, possibly two recovered crafts at Roswell, New Mexico. Despite this being "old news," it is interesting timing. [cdxlvi]

Comment: Today the Radar site mentioned above are abandoned military buildings in the hills of New Mexico.

Crashed saucer in Norway

The following CIA intercept of a radio message about a crashed UFO first speculates the recovered vehicle was of Russian origin, however, several months later this was disproven and classified as “unknown”.

In Norway, on August 8, 1952, an CIA intercepted radio teletype message carried the article about a UFO crash and recovery in Spitsbergen.

Dr. Waldermar Beck shared that a flying saucer that recently fell at Spitsbergen has been studied by eminent Norwegian and German rocket experts. He writes that Dr. Norcel, a Norwegian expert in rocket construction, went to the place where the flying saucer had fallen a few hours after it had been discovered in the mountains of Spitsbergen by Norwegian jet plane.

In the wreck of the “apparatus” (UFO), the expert is said to have discovered a radio piloting transmitter with a nucleus of plutonium transmitting on all wavelengths with 934 hertz, a measure that has been unknown so far. The investigation has also shown that the flying saucer crashed because of its radio piloting system defect. The saucer, which carried no crew, had a diameter of 47 meters (over 130 feet).

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The steel used construction is an unknown alloy. It consists of an exterior disc provided at its peripheral with 46 automatic Jets, and the disc pivots around the central sphere, which contains the measurement and remote-control equipment. The measurement instructions were believed to have an inscription in Russian.[cdxlvii]

Ten Alien ship crashes in 1953?

Author Bill Cooper claims during President Dwight Eisenhower's first year in office, 1953, "at least 10 more crashed discs were recovered along with 26 dead and 4 live aliens. Of the 10, 4 were found in Arizona, 2 in Texas, 1 in New Mexico, 1 in Louisiana, 1 in Montana, and 1 in South Africa. [cdxlviii]

Recovered ship at Nellis

In April 1953, flight tests were conducted on a recovered crashed flying saucer at Nellis Air Force Base Test facilities. A former Air Force veteran, Robert Dorr, shared the following facts after retiring from an intelligence agency;

"The UFO was a perfect saucer, 30 feet in diameter with a thickness range from 1 foot around the circumference to 9 feet at the center." The UFO had a pilot contained cockpit similar to a fighter plane and an enclosed area beneath.

According to Robert Dorr, the propulsion system was destroyed, and most of the instrumentation could not be interpreted by the human language.

Scientists believed the alien craft was designed to "operate from a mother ship in orbit around Earth." The ship was equipped to carry two crew members. These crew members, for all intents and purposes, were smaller than human beings.

Dorr mentioned that Nellis retrofitted the damaged sections of the destroyed propulsion system with combustion Wright J65 jet engines. The vehicle was tested between 1953 and 1955.[cdxlix]

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Another UFO recovered

Not revealed by the CIA was the crash at Kingman, Arizona. On May 31, 1953, military personnel were called to the scene of a crashed disc and to prepare it for immediate transportation to a nearby military base.

One of the main witnesses to the event was Arthur Stansel (also known as Fritz Werner), a Supervisory engineer in the Aircraft Laboratory at Wright Patterson Air Force Base. In a sworn statement, he shared:

“I (redacted) do solemnly swear during a special assignment with US Air Force on May 21, 1953, I assisted in the investigation of the crashed unknown object in the vicinity of Kingman Arizona.

The object was constructed of an unfamiliar medal that resembled brushed aluminum. The object had impacted 20 inches into the sand without any signs of structural damage. It was oval [in shape] and about 30 feet in diameter. An entranceway hatch had been vertically lowered and opened. It was about three and ½ half feet high and ½ half feet wide. I was able to talk briefly with someone on the team who looked inside only briefly. He saw two swivel seats, an oval cabin, and a lot of instruments and displays.

A tent pitched near the object shelter the dead remains of the only occupant of the craft. The occupant was about 4 feet tall, had a dark brown complexion, and had two eyes, two nostrils, two ears, and a small round mouth.

It [dead occupant] was clothed in a silvery metallic suit and wore a skullcap of the same type of material. It [dead occupant] wore no face covering or helmet.

I certified and give the above statement is true by affixing my signature to this document this day of June 7, 1973. [cdl]

Signature of Arthur Stansel
(also known as Fritz Werner)

Crash at Camp Polk

In the summer of 1953, around dusk, a UFO crashed near Camp Polk, Louisiana. The egg-shaped UFO descended into the

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sandy soil.

Two US Army companies on patrol came upon the crash scene and were ordered to remain at the site until relieved.

A special detachment rushed to the crash site along with an ambulance and other equipment.

The crashed UFO had no windows or lights but had a thin protrusion at its equator, which was still rotating. Within minutes, top military officers and medics arrived to inspect the fallen ship.

A hatch on the side of the ship remained open and looked dark from the outside. Medics were seen carrying a body on the stretcher to the ambulance while other medics assisted the aliens.

The witnesses said the craft occupants appeared only 3 ½ to 4 feet tall, having a slight build. A few of the aliens were still alive and were assisted while being transported back to base.

The alien humanoids had large heads that were covered by a helmet. They also wore tight-fitting uniforms that looked like metallic green.

The survivors of the crash were put into isolation but were said to all died within weeks. Their corpses were sent to a classified medical center in Washington DC. The crash site was quarantined in a 50-mile radius for several days.

All participants sent back to base were interrogated and warned not to talk about the incident. Another witness to the incident confirmed he was on patrol at 7 pm when his unit got word to mobilize. He and his platoon saw the UFO had come to rest in the boondocks and said it just sat there. His impression was that the UFO was as wide as a three-bedroom single-story ranch house [60 to 70 feet]. The soldiers using walkie-talkies; contacted headquarters to mobilize retrieval teams. [cdli]

Another crash near Roswell

On April 12, 1954, around 7 pm, a desert search and rescue operation team were notified to meet on the flight line to attend to a crash location in the desert. The team dispatched on choppers made it to the location quickly. As the men got near the crash site, the

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helicopter flew at 40 feet and could see the round silvery object on the ground.

After hovering, the helicopter dropped to 30 feet. At 30 feet, the helicopter's spotlight was turned on to identify the round, metallic object. The photographers onboard the helicopter said the UFO was approximately 40 to 50 feet in diameter. The craft appeared to have crashed sideways into the sand.

The UFO had a stationary dome in the center, but the outer rim was still spinning in a counterclockwise direction. Even from the height of 30 feet, the crew aboard the helicopter could tell there were humanoid bodies with larger heads around the craft. The aliens wore tight-fitting blue uniforms and no helmets.

The helicopter was ordered to land about 100 feet away from the object. Once on the ground, the photographer immediately noticed an overpowering stench that permeated the area.

Ground vehicles approached the crash site, including trucks and 15 to 20 men wearing fatigues with no military branch logos. One of the ground crew members vomited in front of the photographer as he gazed at the crash scene and dead alien bodies.

Approaching the craft, the witnesses noticed a small hatchway open, and looking inside, they saw two more dead bodies similar to those lying outside the ship.

From the appearance of the dead aliens' bodies outside the ship, they had tried to crawl out the craft on their hands and knees.

After taking the necessary photographs, the first squads were taken back to Roswell. At Roswell, the men were interrogated by Intelligence Officers, reminded of their secrecy oaths, and ordered to keep quiet about the incident. The craft was eventually brought back to Roswell and stored in hangar 18. After that, the witness did not know where the craft or the bodies were sent. [cdlii]

The Government manual SOM1-01
The Recovery and Disposal of alien ships

In April of 1954, the US Government supposedly produced a "Top Secret / Majic Eyes Only" manual called SOM1-01, Majestic-12

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Group Special Operations Manual "Extraterrestrial Entities and Technology, Recovery and Disposal."

A page in this manual records additions and deletions of contents in the Manual from 1954 through 1957. Document experts reviewing the manual confirmed the typeset and printing styles used in the SOM1-01 manual were consistent with those used by the US Government printing office at the time. The manual has six chapters with sub-sections. These chapters are titled:

- Chapter 1: Operation Majestic 12;
- Chapter 2: Introduction;
- Chapter 3: Recovery Operations;
- Chapter 4: Receiving and Handling;
- Chapter 5: Extraterrestrial Biological Entities; and
- Chapter 6: Guide to UFO Identification

Chapter 1 is very specific in that it states the subject of UFOBs, Extra-terrestrial Technology, and Extraterrestrial Biological Entities (EBE) are considered to be a matter of the very highest "national security."

Further, it mentions this material carries a security level two points above that of Top-Secret. The book explains: “the reason for this has to do with the consequences that may arise not only from the impact upon the public should the existence of such matters become general knowledge, but also the danger of having such advanced technology, as has been recovered by the Air Force, fall into the hands of unfriendly foreign powers.” The definitions found in this manual are revealing:

Extraterrestrial technology is defined as follows:

1. Aircraft identified as not manufactured in the United States or any terrestrial foreign power, including experimental military or civilian aircraft. Aircraft in this category are generally known as Unidentified Flying Objects (UFOBs).

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Such aircraft may appear in one of several shapes and configurations and exhibit extraordinary flight characteristics.

2. Objects and devices of unknown origin or function, manufactured by processes or of materials not consistent with current technology or scientific knowledge.
3. Wreckage of any Aircraft thought to be of extraterrestrial manufacture or origin. Such wreckage may be the result of accidents or military action.
4. Materials that exhibit unusual or extraordinary characteristics not consistent with current technology or scientific knowledge.

Extraterrestrial Biological Entities (EBEs) are described as:

1. Creatures, humanoid or otherwise, whose evolutionary processes responsible for their development are demonstrably different from those postulated or observed in homo sapiens.[cdliii]

Comment: The above information describes the typical “grey” aliens and does not describe the EBEs that appear exactly like humans. Those aliens who appear exactly like humans on earth we assume took a similar evolutionary process observed in homo sapiens.

Dorothy Kilgallen on the Spitsbergen crashed saucer

In 1955, it was announced that the UFO that crashed in Norway was not from earth. On May 23, 1955, Dorothy Mae Kilgallen wrote one of her most shocking stories, this time in the 'Washington Post’ entitled ‘Briton Certain Discs Comes Out of Space.’ The story reveals that an official in the British Cabinet states:

"British scientists and airmen, after examining the wreckage of one mysterious flying ship, are convinced these strange aerial objects

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are not optical illusions or Soviet inventions but are flying saucers which originate on another planet."

The article then provides the officials' final words on this subject: “We believe...that the saucers were staffed by small men probably under four feet tall”.

President Eisenhower tells us via the Air Force – they are not from outer space or US Military weapons. The British officials say they are real and not from our planet (e.g., not Russian or others). [cdliv]

Note 1: History informs us that Dorothy Kilgallen died from an alleged overdose of sleeping pills and alcohol on November 8, 1955. However, other theories suggest she was murdered (from acute barbiturate and alcohol poisoning) for her knowledge on many topics ranging from the John F. Kennedy murder and the top-secret classification of UFOs.

Dorothy Mae Kilgallen was a well-known tenacious investigative journalist who had close relationships with people in high society. It seems reasonable that government officials in US Agencies may have been concerned she was willing to spill the beans for a hit story.

Others suggest she was assassinated due to her knowledge of Marilyn Monroe's relationship with the Kennedys and the top secrets Marilyn was about to reveal. This according to the Marilyn Monroe CIA memo dated August 3, 1962. [cdlv]

Note 2: On February 15, 1954, Dorothy Mae Kilgallen commented in her syndicated column that through her contacts from British officials, she had learned; "Flying saucers are regarded as of such vital importance that they will be the subject of a special hush-hush meeting of the world military heads next summer." [cdlvi]

Norwegian General admits UFOs real.

The next story is somewhat controversial as the CIA released a document to the public that the recovered crash of the UFO was of possible of Soviet origin. However, other investigators found evidence

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to the contrary. Colonel Gernod Darnbyl, during instruction for his country's Air Force Officers, stated the Spitzbergen disc was:

1. "not built by any country on earth"; and
2. "the materials used in its construction are completely unknown to all experts who participated in the investigation." [cdlvii]

We already know in Norway during 1952, a UFO reportedly crashed at Spitzbergen. This shocking story was taken from the September 5, 1955 issue of 'Stuttgarter Tageblatt' of the Dutch Publication UFO-GIDS. Colonel Gernod Darnbyl of the Norwegian General Staff was giving a presentation to the Air Force Officers and presented the following:

"The crashing of the Spitzbergen disc was highly important. Although our present scientific knowledge does not yet enable us to solve all riddles, I am confident that these remains from Spitzbergen will prove to be of utmost importance in this respect."

> **"Some time ago, a misunderstanding was caused by saying that the disc probably was of Soviet origin. It has — this we wish to state emphatically—<u>not been built in any country on earth</u>. The materials used in its construction are utterly unknown to all experts who have participated in the investigation."**

According to Colonel Darnbyl, "the board of inquiry is, however, not going to publish an extensive report until some sensational facts have been discussed with US and British experts. We should reveal what we found out, as misplaced secrecy might well lead to panic.'

Contrary to American and other sources, Second Lieutenants Brobs and Tyllensen, who were assigned as special observers of the Arctic regions since the event at Spitzbergen, claimed that flying discs had already landed in the polar areas of earth several times. Lieutenant Tyllensen shares the following:

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"I think that the Arctic is serving as a kind of airbase for the unknowns, especially during snowstorms when we are being forced back to our bases. Shortly after such adverse weather conditions, I have seen them land and take off on three separate occasions."

"I noticed then that after having landed, they execute a speedy rotation around their discs. A brilliant glow of light, the intensity of which being variable concerning speed and at landing and take-off, prevents any view of the things happening behind this curtain of light and on or inside the disc itself.'" [cdlviii]

According to Frank Edwards, who revealed this information, the backstory came from a 1952 crash that Norwegian military pilots found. Rescue crews were dispatched to the scene, thinking the object was a crashed plane. However, the UFO turned out to be a damaged saucer of unknown origin and relatively intact.

The evidence was shared with the United States and Great Britain. The United States (according to Frank Edwards) had a strict code of secrecy around UFOs, and Great Britain instituted the same secrecy in 1954. Frank Edwards wrote to a member of the Norwegian Board of Inquiry in 1964 and received a reply: "I regret that it is impossible for me to respond to your questions at this time." [cdlix]

UFO crash in the South Pacific Ocean

On April 19, 1957, at 11:52 am of April 19, a Japanese fishing boat Kitsukawa Maru was en-route to Japan from the South Pacific Ocean. The bosun (petty officer) and four crew members spotted two metallic, crafts descending from the sky which suddenly dived into the sea. After the craft submerged, there occurred violent turbulence.

"The bosun thought the objects were jet planes at first, but they had no wings and were approximately 10 meters long. His ship searched in the water but did not find any wreckage." According to reports – the objects were never identified.[cdlx]

Crash in New Mexico:

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In the summer of 1962, a Colonel confirmed search and rescue teams were sent to the site of a crashed UFO with humanoid bodies in the desert of Northern New Mexico. The craft was described as dull, disc-like two saucers inverted, with a dark section running down the craft's center. The UFO was 30 feet in diameter and about 12 feet high. There was no noticeable landing gear on the ship, and it appeared to have skidded along the ground, digging itself into a small trench.

A team of eight men wearing jumpsuits and gas masks arrived at the scene and started inspecting the ship.

Two bodies were recovered from the craft. They were loaded into a large unmarked silver van that went to an undisclosed location. The humanoid bodies appeared small and were dressed in silver skin-tight flight suits.

Dr. Stringfield shared the craft was described as dull, disc-like two saucers inverted, with a dark section running down the craft's center. The UFO was 30 feet in diameter and about 12 feet high. There was no noticeable landing gear on the ship, and it appeared to have skidded along the ground, digging itself into a small trench.

The Colonel said the craft and humanoid bodies were taken to Holloman Air Force Base. Afterward, sections of the craft were sent to various research labs, including Los Alamos laboratories, for testing. The Colonel believed the bodies were finally moved to Los Alamos and samples sent to other locations. The Colonel was sure none of the materials or bodies were taken to Wright Patterson Air Force Base in Ohio. [cdlxi]

Crash at Kecksburg

On December 9, 1965, witnesses in and around the Pennsylvania Village of Kecksburg reported seeing an unknown craft flying through the sky and crash in a gully.

Witnesses to crash: Witnesses confirmed watching the object descend as it made a series of controlled maneuvers. Hundreds of private individuals who saw the object's trajectory drove to the landing site to see what happened.

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One witness said the object passed above his head, moving about the pace of a light plane. Another witness described the object as acorn-shaped, brownish in color, and made a hissing sound as it spewed greenish fire from its rear. Another witness says on descent over the woods, the object hesitated for a moment, then made a turn (executed an unusual maneuver) before descending into the woods. A firefighter who saw the object said it was bronze-colored, acorn-shaped with no windows, doors, or seams, and then became partially buried in a gully.

Security at crash site: US Army personnel and many state police arrived at the site and cordoned off the area. United States Air Force 4602nd air intelligence service arrived to assist in searching the nearby acreage. The military threatened civilians interested in the crash site with guns if they got too close to the barricades.

Removal of craft by the military: Hundreds of witnesses, including media, confirmed a small convoy of military trucks arrived and proceeded to the UFO's crash site. The US Army then loaded the acorn-shaped object on the back of the army flat-bed truck. Then the trucks departed Kecksburg with Tarpon covering the UFO to an undisclosed location.

Confiscation of photos: Before the US Army officials had arrived at the crash site, a local news director, a radio station WHJB, John Murphy, took several photographs of acorn-shaped UFO. The UFO had what looked like Egyptian symbols around the craft. In the following days, government authorities in plain clothes arrived at his home and confiscated his tapes, photographs taken at the crash site.

Denials of event: The morning after the UFO crash, the Air Force announced that nothing had been found after searching at a 75-acre area around the crash site. A noted skeptic stated the object was the decay of a Russian satellite; however, this was proven wrong as the Russian satellite decayed on a different day of the week. To this day, the crash is a mystery of what fell at Kecksburg.[cdlxii]

Update on Kecksburg: The Pennsylvania Association for the Study of the Unexplained (PASU) obtained an affidavit from an Ohio man who says he delivered bricks to Wright-Patterson Force Base several days after the Kecksburg sighting.

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The request was to deliver bricks to one of the air hangers at Wright Patterson. Upon arrival at the hanger, he saw men in special white suits (like safety clothes) working around an object in the hanger. According to the witness, the object was an acorn-shaped craft. He learned at the location; the bricks were to build a lead-lined enclosure for the craft.

Adding to the mystery in the Kecksburg crash, it was learned that the Air Force asked for a confidential medical opinion on an injured witness to the crash.

Dr. Murray McCaslin, chief of ophthalmology at Pittsburgh's School of Medicine, was asked by Air Force officials for a medical opinion on a Mount Pleasant boy who sustained opaque corneas during the December 9 Kecksburg incident. The Air Force officers demanded McCaslin's full confidentiality.[cdlxiii]

In an American Desert

On July 3, 1967, a Marine assigned to the Canine Corps at Camp Pendleton in San Diego was ordered to the tarmac. He and his unit were to leave by plane to a retrieval site somewhere in the desert. The Marines and their dogs were flown in light cargo transport for two after hours to the desert site. Once at the site, they noticed a small prefab hanger had been erected. Around the site were busy military men in fatigues.

On the fourth day of his duties, the marine approached the makeshift hangar to see what was inside. He stated he witnessed a metallic disc about 30 feet in diameter. On top of the craft was the dome with no windows. On the ground near a large metal walk-in refrigerator, several empty body bags were waiting to be used. The witness believed the bodies had already been sent to their intended destination. The Marine did not know where the craft or the bodies was sent. After their duties were complete, his team departed back to Pendleton. [cdlxiv]

UFO crash at Shag Harbor, Nova Scotia
"Classified."

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The following case is one of great mystery, and you may not have heard of it. If you have most likely, you only heard segments of the story. In this case, I am presenting information from four different researchers who shared various aspects of the incident.

The fact is this case should have been in Project Blue Book but was not because it is classified "Top Secret." We know this because it is not found in any declassified files, and it happened.

Shag Harbor UFO crash Research by Ledger and Styles: On October 4, 1967, a UFO crashed into the sea at Nova Scotia, Canada - Shag Harbor. The event seen by many citizens is now known as the Shag Harbor Crash/ Retrieval Incident.

From early evening until 11:30 pm, numerous independent witnesses observed unexplained aerial activity. Near Sambro at 9:00 pm, the captain and crew of a fishing boat saw four brilliant red lights in a box formation that appeared to be on or just above the water.

Occasionally one would flare up so bright that it would cause an after image in their eyes. The objects also were tracked on the ship's radar.

Between 11:00 and 11:30 pm, northwest of Briar Island, the captain and crew of a fishing vessel saw a brilliant white light the size of the moon. As they watched, three bright yellow lights emerged and formed a triangle around the more massive light.

The satellite objects then moved across the sky and back at high speed. Other vessels also made observations.

Sambro is about 12 miles southwest of Halifax. During this same time interval 5 miles southwest of Weymouth, in the general direction of Briar Island, a policeman and three-game wardens saw an orange-colored light just above the tree line moving silently and slowly with spark-like objects emanating from the light.

At about 11:20 pm just west of Shag Harbor, teenagers in a car saw an object flying low, flashing four lights, one after the other, in a straight line. It appeared to be slowly descending at a 45-degree angle. When next seen, the object had impacted the water's surface 200-300 yards offshore. It drifted on the surface, showing a pale-yellow light. Boats were sent out to rescue passengers from a

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presumed crashed airliner, but searchers found only dense yellow foam.[cdlxv]

Shag Harbor UFO crash Research by The International UFO Reporter (CUFOS): The incident began during the evening of October 4, 1967. The first reports came in from southeastern Quebec shortly after 7:00 pm Atlantic Time. Pilots of an Air Canada airliner saw a large, brightly lit, rectangular-shaped object thought to be at an altitude of about 12,000 feet, trailed by several smaller lights.

According to the pilots, an explosion seemed to occur near the UFO, and the smaller lights began to veer away. The airline crew watched the display for several minutes until it moved out of sight. Within 30 minutes, witnesses on the ground reported seeing lights in the sky heading from the northeast to the southwest.

At about 9:00 pm, the crew of a fishing boat near Sambro, Nova Scotia, saw several red lights over the water and detected objects on their shipboard radar. They reported the objects to the Canadian Coast Guard and the RCMP, who asked them to file a formal report when they returned to port.

More witnesses again reported odd lights in the sky around 10:00 pm, including writer Chris Styles, who saw something strange over Halifax Harbor himself. He saw an orange, glowing, disc-shaped object moving over the water, and he ran to get a better look. He could see it was a 50-foot-diameter orange ball, making no sound as it passed overhead.

"Styles wasn't the only witness in the area at that time." Others also reported seeing the orange ball drifting in a southeasterly direction. Around 10:30 pm, professional photographer Will Eisnor in Lunenburg took photos of three lights in the sky in a triangular formation. Around 11:00 pm, southwest of Weymouth, a police officer and two game wardens observed a fireball just above the tree line. But about half an hour later, the UFO reached Shag Harbor.[cdlxvi]

Shag Harbor UFO crash Research by The UFO Investigator (NICAP): On October 4, 1967, according to the ‘Halifax Chronicle Herald’, a spokesman for the RCAF (Royal Canadian Navy and Air Force) said their department was very interested in the reports.

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Squadron Leaders Bain said, "the Shag Harbor incident is one of the few where we may get something concrete on it."

According to many residents, a series of bright lights were seen gliding over the waters off Shag Harbor in full view. Within 20 minutes, several Royal Canadian Mounted Police constables were on the scene, attempting to reach a spot where the UFO submerged. The Coast Guard joined the Police, and eight fishing vessels went out to the crash location; they discovered a large patch of yellowish foam and bubbling water was found, unlike anything seen there before.

Navy divers searched the area for two days and found nothing, according to press reports.

After a few days of the Shag Harbor incident, another object was seen at 55-60 feet long, having a row of red lights flying at 500 to 600 feet in altitude. Five people who also reported interference on television receivers at the same time saw the UFO.[cdlxvii]

The Shag Harbor case was not to our knowledge reported to the Air Force; it is not in the US Air Force Project Blue Book Files for 1967. This file should be in the Air Force Files as military and Police from other countries north of the US were involved. It is conceivable this incident is filed in a "classified file" or another filing system in the United States."

Shag Harbor UFO crash Research by author Richard M. Dolan: On October 6, 1967, Canadian Navy divers from the HMCS. Granby began searching the waters and ocean bottom for evidence of the crashed vehicle. According to the records and the people, the official dive ended on the 8th with "nothing being found."

On the 11th, it was reported more lights were seen hovering over the area, but nothing further gleaned (e.g.; glean).

In Richard M. Dolan's book, we find that in the 1990s, researchers Chris Styles and Don Ledger interviewed the former Dive Team from the Canadian Naval Vessel. What they uncovered had never been told to the public:

"The searchers realized that the object had moved northeast, near a then-top-secret submarine detection station run jointly by Canada and the US. As a flotilla of ships positioned themselves over the submerged craft, a second underwater UFO joined the first and

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engaged in a repair operation. The members of the ships observed but did not interfere. Seven days later, a Soviet Submarine was escorted out of the area. Soon after, the two UFOs moved off toward the Gulf of Maine. Emerging from the water, they ascended rapidly and flew off".[cdlxviii]

Alien crash and recovery

This next case was found in local papers and should have been picked up by the CIA, yet no records have been released.

A retired Army officer James Prescott stated he and his crew were called to a UFO incident in Llandderfel, North Wales, in January 1974.

Villagers reported a UFO had crash-landed in the Berwyn Mountains. Prescott is adamant he saw what he terms "alien beings" and maintains their lifeless "humanoid" bodies were taken to a top military base for examination.

"What I saw in those boxes that day changed my whole concept of life," said Prescott, who was based in the south of England at the time.

"I cannot name my unit or barracks as they are still operational, but we were put on standby to move north at short notice.

"We received orders to proceed to Llangollen and wait. On arrival, our unit was split into four groups. There was a great deal of ground and aircraft activity.

"Myself and four others were ordered to go to Llandderfel. When we reached our objective, we were ordered to load two large oblong boxes, which we were warned not to open, and proceed to Parton Down military facility.

"We set off south with our cargo and, during the journey, stopped for a drink. We were immediately approached by a man in civilian clothes who produced an ID card and ordered us to keep going and not stop again."

"When we arrived, the boxes were opened by staff in our presence. We were shocked to see two creatures that had been

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placed inside decontamination suits."

"When the suits were opened, it was obvious the creatures were not of this world and, when examined, were found to be dead.

The bodies were about five to 6 feet tall, humanoid in shape but so thin they looked almost skeletal."[cdlxix]

Crash at Manzano

Near my father's former base, Kirtland Air Force Base, on May 17, 1974, a UFO crashed in an area southwest of Chilili, New Mexico. Military officials immediately cordoned off the area and retrieved a disc-shaped UFO approximately 60 feet in diameter. The UFO was then moved to a hangar at Kirtland Air Force Base. The UFO was tracked by the Manzano Laboratory section of Kirkland Air Force Base and plotted the crash site's trajectory.[cdlxx]

A UFO crash in Argentina

In Argentina, on May 6, 1978, a long cylindrical object fell to earth on and disappeared in dense jungle near the Argentine Bolivian border according to many Argentine newspapers.

The English-language 'Buenos Aires Herald,' "in a report from the border province of Salta 1,900 kilometers northwest of here, said US experts from the National Aeronautics and Space Administration arrived in the area 11 days later to begin to investigate the crash site."

Witnesses in the sparsely populated border region inhabited mostly by the native Indian population reported hearing an explosion as the object hit the ground.

The newspaper, 'La Nacion,' carried an account of the UFO crash site and said that the Bolivian military Government had declared the area where the object fell a "military emergency zone." [cdlxxi]

Pentagon Scientist

Aliens and UFOs recovered by government agencies.

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From the US in a letter dated November 23, 1983, scientist Dr. Robert Sarbacher admitted:

UFOs "exist . . .. We have not been able to duplicate their performance. All we know is, we didn't make them, and it's pretty certain they didn't originate on the earth."

The issue was so sensitive that: "it is classified two points higher even than the H-bomb. In fact, it is the most highly classified subject in the US government at the present time."

According to the information obtained by researchers, Dr. Sarbacher refused to say more. Furthermore, Sarbacher tells the magazine, ‘The Inquirer’ in 1983:

"There were reports that instruments or people operating these machines were also of very lightweight, sufficient to withstand the tremendous deceleration and acceleration associated with their machinery."

"I remember in talking with some of the people at the office that I got the impression these 'aliens' were constructed like certain insects we have observed on earth, wherein because of the low mass, the inertial forces involved in operating of these instruments would be quite low. I still do not know why the high order of classification has been given and why the denial of the existence of these devices."

Sarbacher could not recall where the crashes had taken place, but he did remember hearing of "extremely light and very tough" materials recovered from them. Dr. Sarbacher’s letter revealed:

“John Von Neumann and Dr. Vannevar Bush were involved and possibly Dr. Robert Oppenheimer. He further believed that Dr. Wernher Von Braun had been asked to attend some meetings during the Eisenhower Administration.[cdlxxii]

Giant sphere crashed, others land.

In Russia around June 1989, many witnesses confirmed a giant flying sphere crashed on Hill 611 near the Village of Dalnegorsk in Primorskiy Kray. Scientists from the Siberian division of the USSR

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Academy of Sciences studied a fine mesh, small spherical objects, and pieces of glass recovered at the scene of the crash.

One scientist theorized that crashed spheres could've been some kind of plasma formed by Geophysical force fields. However, several other scientists rejected this theory and concluded the UFO was of extraterrestrial origin.

One doctor of chemical sciences stated: “without a doubt, this is evidence of a high technology, that is not anything of a natural or terrestrial origin.” He cited the fact that: “the remnants of fine mesh included bits of thin threads with a diameter of 17 microns, and these threads were comprised of even thinner strands twisted into braids. Extremely thin gold wires were discovered intertwined in the finest threads evidence of an intricate technology beyond the present capabilities of terrestrial science.”

Other news articles from Soviet newspapers described scientists visiting UFO landing sites where large objects left behind depressions in grasslands and forests. At many of these crash sites, witnesses reportedly saw objects land, make repairs and leave. In one case, it was reported by the Soviet news agency TASS that a UFO landed in a Park in the city of Voronezh. In some cases, these landings left depressions in the ground as large as 62 meters in diameter.[cdlxxiii]

Crash-landing

In the Kazakhstan region of Russia, around August or September 1991, a large UFO had crashed. The Russian authorities had either recovered the wreckage or attempted to recover it from the crash site in a mountainous district of southeastern Kazakhstan.

Emil Bachurin, a Russian scientist, was at the crash site along with a group of military officials examining the damaged craft. Emil Bachurin, along with his notes of what he saw, included a sketch of the craft made by himself in his report.

The crashed UFO sketch shows a large tubular object lying on the ground and broken in half in the middle. His notes suggest that an explosion in the alien craft might have been an “auto-destruct" (“self-

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destruct") operation. The notes taken by Emil Bachurin shares the following points from the crash site:

1. "It is impossible to take photographs (as we were too close to the object)."
2. "There are victims."
3. "The size is 620 meters long and 120 meters in diameter-absolutely enormous."
4. "The central part [of the UFO] is split apart – probably by a self-liquidator (an auto-destruct mechanism)."
5. "All watches stopped completely at a distance of 600 meters from the object, and it was possible to note that there is an almost total absence of a magnetic field at that distance."
6. "There is a skid-track (also seen in the sketch, which seems to be evidence that when the object fell, it slithered along the ground). The skids tracks were about 800 to 1,000 meters long, and it clearly visible."
7. "The crash appears to have occurred around the end of August or beginning of September 1991."
8. "The first group of military investigators had arrived there in August 1992. They suffered severe radiation burns and were unable to approach the craft fewer than 500 meters from the object."
9. "The attempts to photograph the craft resulted in only one overexposure, the rest of the films being blacked out. Video cameras were "burnt-up," and videotapes were turned glassy and brittle, disintegrating straight away inside the cameras."
10. "At the UFO crash site was the remains of a Russian Mi-8 helicopter that had initially flown over the crash site and was destroyed in some manner, not yet determined."
11. "The craft had been traveled from due west to due east flying at a very level trajectory."
12. "Because ground-level photographs were impossible, it was hoped to take photographs from satellites."[cdlxxiv]

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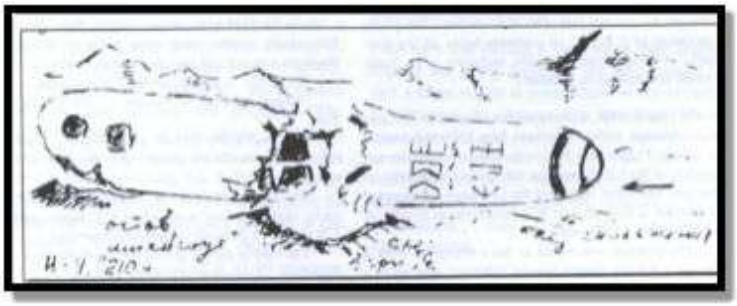

Drawing from Australian UFO Bulletin, drawing by Emil Bachurin, a Russian scientist

FEMA Manual – how to recover Aliens

In 1992, FEMA reproduced a Manual for first responders. Chapter 13, was dedicated to assisting US Firefighters in the safe removal of recovered crashed alien vehicles and their occupants (entities).

Chapter 13 of the FEMA manual is an official US government document that provides government employees information on the UFO phenomenon. No such document has been provided to the American public on the threats or potential harm of such objects or their occupants before this chapter was written. Although another Manual was written in 1954 purportedly identifying the same information.[cdlxxv]

In 1992, FEMA's Manual for Fire Officer's Guide updated a chapter to assist firefighters in properly and safely handling Extraterrestrial (UFO) craft and entities at a crash site. The main purpose of this information is to protect firefighters from becoming exposed to potentially hazardous viruses carried by humanoid beings from other worlds. The Manual covers several topics:

1. The UFO Threat A Fact,
2. UFO Discussion, Why Now?
3. UFO Background Information,
4. UFO's what are they?

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5. UFO Classification System,
6. Shapes of UFOs,
7. History of UFOs,
8. UFO Organizations,
9. Why the Secrecy?
10. UFO Missions,
11. Advance Potential of UFOs,
12. UFO Hazards,
13. Force Field Impact,
14. Communications Disruption,
15. Regional Blackouts,
16. Fireballs Over Syracuse – The Blackout Connection,
17. UFOS – The Panic Hazard,
18. Personal Hazards – Physiological,
19. UFO's – Emergency Action,
20. Warning.

Russian Army monitors UFOs and captures aliens.

In Russia, during December 1995, the Ukrainian Armed Forces Main Directorate, Colonel Yuriy Lunyov, was interviewed by Kiyevskiye Vedomosti Radio Station on UFOs. Colonel Yuriy Lunyov shared that a special service for Unidentified Flying Objects had been set up within his directorate. Those responsible for handling this task identify all unidentified flying objects according to their form, color, sound, and behavior.

During the past two years, Yuriy Lunyov reported that his subordinates had recorded two UFOs visiting Ukraine. On one occasion, even a fighter plane had to take off for this reason. Still, they have never managed to collect materials confirming such visits.

Additionally, Colonel Yuriy Lunyov said that according to an expert in unidentified flying objects (UFOs), Russian antiaircraft forces downed a UFO in the North Caucus last year (1994) and even took an alien captive.[cdlxxvi]

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UFO crash and alien injured
Brazil and the United States

On January 12/13, 1996, the North American Aerospace Defense Command (NORAD) tracked several UFOs over the Western Hemisphere.

One of the UFOs, a cigar-shaped ship, entered Brazilian airspace. Witnesses stated the UFO was flying low in the sky and apparently damaged.

One of the witnesses followed the cigar-shaped craft in his pickup truck to where the craft finally landed. Army soldiers already alerted by NORAD were at the crash site removing debris. When the witness arrived at the scene, he was told to go home.

The following week, on January 20, two witnesses confirmed a submarine-shaped UFO, also having difficulties was trailing smoke. This ship was traveling at 15 to 20 feet above the ground heading in the direction of Varginha.

Firemen from the Varginha fire department were called out by the Army to assist at the crash scene.

During this time, several strange creatures were spotted wandering about the town and were captured by the Army. The creatures were then hurried to Army command – ESA. One of the creatures injured in the crash was rushed to Humana Humanitas Hospital and prepared for surgery. Over 15 doctors assisted or knew of the arrival of the unusual patient.

Dr. Roger Leir, a podiatrist interested in the case, visited the hospital to interview the physicians that admitted and attended the Alien creature.

According to medical personnel interview later by Dr. Roger Leir, military guards prevent access for departure from the site unless approved. Medical professionals were in a state of panic and confusion.

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The alien was immediately taken to the operating room. According to the staff, the alien had a fractured leg, which was to be corrected by the medical professionals.

One of the doctors entering the operating room was shocked to see the small humanoid not having a human face. He described the eyes of the being large and red and staring at the ceiling with a blank stare.

The patient was described as less than 5 feet tall, bipedal, with two arms. The color of the skin was dark brown but shiny. The skin was smooth to the touch. The head was large for the size of the individual. The eyes were large, slightly upturn towards the lateral aspect, almost oriental looking. On the face, there was a small of the mouth and two little openings with this slight ridge where the nose should have been.

The upper torso contained no breasts or nipples, and the abdomen area lacked a navel. When examining the creature's blood, it appeared to be similar to humans, though a darker red.

The only difference seemed to be a higher platelet count over human blood. The leg bones of the creature, when x-rayed, were determined to have more tensile strength than the human bone.

After the successful surgery, the creature was taken away by military authorities to a non-disclosed location. When the news broke on this case, a Colonel in charge of the investigation denied aliens were involved.[cdlxxvii]

Updated facts of this case from another source:

Patient features: The physicians admitted the patient on the table did not have a human face. The eyes were large and red, and it looked up at the ceiling with a blank stare. The being was less than 5 feet tall bipedal.

The color of the skin was dark brown and rather shiny. The large eyes were slightly upturned toward the lateral aspects and oriental looking.

The torso was of a slight build with an obvious rib cage. The creature had no breasts, areola, or nipples. The abdomen did not

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have a navel. No genitalia was detected. The hand had four fingers no thumb. The foot was narrow and fleshy, with three short fleshy toes that look more pads than human toes. There were no visible toenails or fingernails.

The patient also had very dark red blood, similar to humans; however, it was determined they had more platelet count than human blood under a microscope.

Soldier Died: According to the story, the military officer who handled the creature with his naked hand died three weeks later. The soldier's family had been told he died of a toxic substance.

Transport of Creature: One of the alien creatures were loaded onto a US Air Force transport at São Paulo International Airport on January 20. The same aircraft returned to campus airport two days later to collect one of the autopsied bodies.[cdlxxviii]

Polish Army admits to recovering alien ships.

On March 15, 1997, a UFO crashed to the ground near Wegorzewo, Poland. An Army spokesman at the time denied knowledge of the incident. Since the event, however, Colonel Zdzislaw Czekierda of the General staff publicly admitted that the General staff of the Polish Army has a special unit dedicated to gathering and evaluating all information on UFO sightings and close encounters with aliens. This special division of the Army has been in existence since the 1980s. The reports are classified as top secret. [cdlxxix]

Former CIA officer confirms UFO craft was stored at Area 51:

In New Mexico on March 1, 2013, in an interview made available on YouTube, a dying CIA Operative - discussed his orders to visit Area 51 in the 1950s by President Eisenhower to get to the truth of hidden spacecraft rumored to be stored at the facility.

The rumored spacecraft was described as vehicles, and occupants recovered from crashed vehicles. We can assume that Vice President Richard Nixon, President Eisenhower, and several other top US officials were briefed on this information.

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Richard Dolan, a UFO historian, interviewed the former CIA operative, and the video of this discussion was presented during the “Citizens Hearing” of 2013 in Washington DC.

The “Citizens Hearing” event was held in Washington DC on April and May 2013 with six former congressional members set in an open public forum. Government officials came forward to testify the reality of UFOs and their occupants.

It is thought today all evidence of earlier UFOs and their occupants have now been relocated to other bases around the world for safekeeping and away from public scrutiny.[cdlxxx]

In the 1980s, US scientist Bob Lazar confirmed he was a scientist at Los Alamos Labs, then became a US Navy employee and assisted other scientists to retro engineer specialist at S-4, not far from Area 51. Lazar confirmed that no UFOs had been captured over the years and were being stored at S-4.[cdlxxxi]

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Chapter 13: Cosmonauts and Astronauts Confirm UFOs in Space

Astronaut and Alien on Mars by Artur Maltsau, [cdlxxxii]

Mystery Objects Seen By X15 Test (Astronaut) Pilot Joe Walker

Objects Filmed During Test Flight - Over Edwards Air Force Base

May 13, 1962, Dallas Morning News, Dallas, Texas

Astronaut and Cosmonaut UFO cases reveal alien encounters on the moon, on the launch pad, and in space.

The recently released CIA files lack evidence of UFOs seen by Russian or Chinese Cosmonauts. Yet, UFOs have been photographed throughout NASA's history, according to former NASA employees.

In 1987, Maurice Chatelain, former Communications specialist for the NASA Apollo programs, stated: "It seems that all Apollo and Gemini flights were followed, both at a distance and sometimes also quite closely, by space vehicles of extraterrestrial origin."

“Flying saucers, or UFOs (unidentified flying objects) if you want to call them by that name. Every time it occurred, the astronauts informed Mission Control, who then ordered absolute silence."[cdlxxxiii]

When speaking about Apollo 11, Maurice Chatelain, former boss of the NASA communications system, confirmed in 1979 "the encounter was common knowledge in NASA, but nobody has talked about it until now.[cdlxxxiv]

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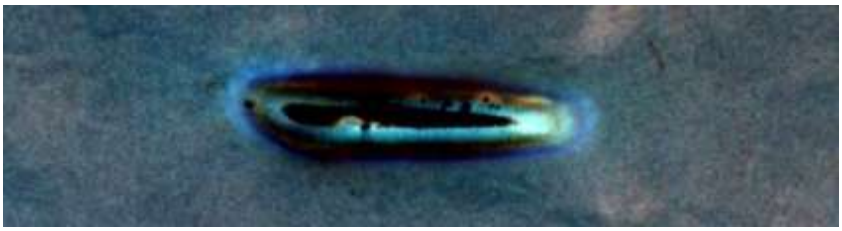

Actual Photo of UFO taken by Astronaut James McDivitt and Ed White during Gemini IV mission in June 1965. This is a top-down view of the earth during Gemini IV. [cdlxxxv]

The striking thing about the Astronaut UFO encounter is that none of the CIA reports released reveal these encounters with alien ships.

Astronaut Gordon Cooper on his first UFO landing

Before Gordon Cooper became an astronaut, he was a fighter pilot in the US Air Force. My father, Chaplain Colonel Alston R. Chace, came to know him and his family while we were all stationed at Langley Air Force Base, Virginia. Before Langley, Gordon Cooper, while stationed in Germany, he and his squadron flew several missions into the sky to reach UFO fleets. The US Air Force and German fighter pilots could never reach the UFO fleets. Lucky for Gordon in 1957, one UFO finally came to him.

On May 3, 1957, Gordon Cooper was test flying the X15 at the dry lakebed near Edwards Air Force Base. Upon landing the X15, a small disc-shaped UFO touched down 50 yards (150 feet) from photographers, and motion picture equipment captured the event. It was Gordon's camera crew who spotted the saucer descend and land. The object put down its landing gears. As the men approached the craft, it pulled up its landing gears and left quickly.

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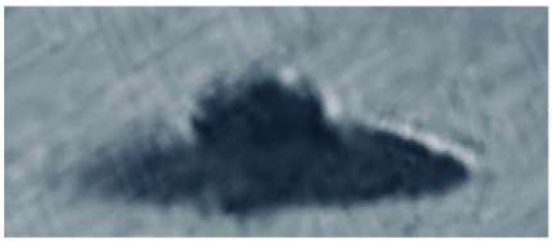
UFO at EDWARDS AFB 1957



Actual Photo of UFO at EDWARDS AFB 1957
"DISC-Shaped with Canopy

Illustration of UFO at EDWARDS AFB 1957
"on the Dry Lake Bed"

After receiving orders from the Pentagon, Gordon Cooper submitted the movie and photographs to the military via courier but never heard back.

In Gordon Cooper's book 'Leap Of Faith,' his film crew shared the final moments of the landing of a UFO landing at Edwards AFB Dryden lakebed.

Film Crew: "It didn't make any noise at all, sir."

Cooper: "They (the film crew) told me they had just about finished their work when the saucer flew over them, hovered above the ground, extended three landing gear, then set down about fifty yards away. They described the saucer as metallic silver in color and shaped somewhat like an inverted plate."

Cooper on the Pentagon: Strangely, there was no word from Washington, and no inquiry was launched".[cdlxxxvi]

Update on Cooper's 1957 UFO film: A GAO study conducted in 1995 failed to find any evidence of the film sent to the Pentagon in 1957 from Colonel Cooper. It appears to this day, the film sent under military courier must was most likely examined then transferred to a classified photo and film archive in the United States.

UFOs following Sputnik

The very same year as Gordon Coopers UFO at Edwards, the Russian news declared an unidentified flying object followed the

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Russian satellite Sputnik in Space.

Sputnik 1 was launched into a low earth orbit on October 4, 1957. Just one month later, on November 3, Sputnik 2 was launched. Six months later, Sputnik 3 was launched on May 15, 1958.

Sometime on November 8, 1958, the National Broadcasting Company (NBC) announced on a newscast that American radio experts and government officials were certain that new slightly different "signals" were not coming from the Soviet satellites!

When the Russians launched the world's first satellite, it emitted a signal back to scientists. However, entirely unexpected, an unidentified space object appeared near Sputnik and followed it emitting its own unusual signal.

This signal was in the form of a long, low-pitched note, followed after a break of a few seconds by two short bleeps.

Furthermore, an astronomer at the French National Observatory at Toulouse, France, sighted the unidentified flying elliptical object in the sky. He shared:

“I was watching through a telescope for five minutes. The UFO was described as a brilliant canary-colored object and declared neither a meteorite nor one of the Sputniks.”

“The object then flew back and forth, made two sweeping turns, and descended. In addition to the tracking of the UFO, "The Hague Observatory" and "Dunsink Observatory" reportedly also picked up signals near the Russian Sputnik satellites that were different than the Russian satellite tones.” [cdlxxxvii]

Dr. Werner Von Braun admits Space people exist.

Dr. Werner Von Braun became the Chief of NASA overseeing the Apollo Project in the 1960s. His entire staff of engineers, both German and American born, were the reason the United States put men on the moon. As we read earlier, Dr. Werner Von Braun may have had access to seeing alien technology firsthand with top US officials' blessing. This information remains classified today and was not in the CIA UFO document release.

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In January 1959, Dr. Werner Von Braun, in a ‘News Europa’ interview, admitted a force exists far greater than Humans: In a German paper, Werner Von Braun stated: "We find ourselves faced by powers which are far stronger than we had hitherto assumed, and whose base of operations is at present unknown to us" (when asked about the deflection of a US satellite).

"More I cannot say at present. We are now engaged in entering into closer contact with those powers, and in six or nine months, it may be possible to speak with more precision on the matter." [cdlxxxviii]

Of course, we never heard back from Dr. Werner Von Braun on the subject, most likely for National Security reasons.

Comment: The Russians also experienced a satellite deflection near the moon of Mars. Before the Russian lost its satellite a disc shaped UFO was captured by its onboard camera which was transmitted to Ground Control in Russia. This photo was later revealed to the Public by Retired Soviet Air Force Colonel Marina Popovich. We discuss the Russian UFO case later in this chapter.

Astronaut Reports UFO

On April 30, 1962, Joseph Walker US Army Air Forces flew a historic flight in orbit around the earth in the X-15 experimental plane. The X-15 aircraft traveled at 2,000 mph and was equipped with forward and rear-facing video cameras.

X-15 in Test flight, [cdlxxxix]

Though he was facing forward, Joseph Walker did not realize he was being pursued by five (5) disc-shaped or cylindrical-shaped objects flying in echelon formation, which the tail camera picked up.

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On May 11, Mr. Walker was allowed to share his story on the Local NBC broadcast from Seattle, and films were shown at a news conference there. No prints were available, and that was the last public statement on the X-15 UFO incident during re-entry.

The conference was the “Second National Conference on the Peaceful Uses of Space Research” held in Seattle, Washington. NASA only permitted ‘Life Magazine’ to print one frame for the public in its August 3, 1962 publication.

Frank Edwards mentions the official position on the UFO was that these five objects were "ice flakes." Edwards made his following comment: "If so, it was one of those extremely rare incidents where ice flakes flew in echelon formation and followed the plane (X-15) at 2,000 mph – which you may agree is pretty fast, even for an educated ice flake."[cdxc]

Another Astronaut reports UFO.

Three months later, on July 17, 1962, Major Robert White USAF reported a UFO during his fifty-eight-mile high flight of an X-15. Shocked, Major White reported: "I have no idea what it could be. It was grayish and about thirty to forty feet away."

Then according to a ‘Time Magazine’ article, Major White exclaimed over the radio: "There ARE things out there! There absolutely is!" According to Frank Edwards's research, the UFO was recorded on film; it paced the X-15 off the left wing for a few seconds, then darted above and behind, and then vanished from Bob White's view. For Bob, this UFO encounter was both exhilarating and creepy at the same time.[cdxci]

Gordon Cooper and another UFO

A year later, Gordon Cooper made his final orbit of Earth in May 1963, when a greenish object approached his spacecraft. The UFO approaching Gordon spacecraft was moving east to west – contrary to orbits of man-made satellites. [cdxcii]

UFO follows Un-crewed Gemini I

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Gemini I was a NASA un-crewed test flight and was launched on April 8, 1964. Instrumentation pallets, carrying accelerometers, temperature sensors, and pressure transducers, were used in place of astronauts.

The Gemini I mission was to orbit the earth for four days, then reenter over the South Atlantic. During the entire four days in space orbit, NASA was testing three things:

1. the launch vehicle and guidance system;
2. the structural integrity and compatibility of the spacecraft; and
3. the launch vehicle.

NASA agreed that the Space capsule and the Titan II booster rocket would remain “together" as it continued its orbital path during this test. In later launch tests, the Space capsule would separate from the booster rocket to simulate further space missions. Because this particular mission would be different, the capsule and booster remain attached, the UFO incident that occurred during this test would be significant.

As the joined capsule and booster rocket reached space on April 8, the NASA Manned Space Flight Network stations and technicians manned the flight path. On its first orbit, four controlled objects of unknown origin (UFOs) joined Gemini I.

Scientists and Technicians at the tracking stations were stunned as four objects took up positions alongside Gemini I. NASA trackers confirmed two objects appeared above the rocket. One UFO appeared below the rocket, and one UFO appeared behind the Gemini rocket.

After Gemini I completed one entire orbit, the four UFOs veered away and sped off into space.

‘True Magazine’ disclosed the incident after scientists witnessed the event. However, shortly after, the US Air Force prepared a response. Members of Congress wanted answers and contacted NASA mission control chief Leo Abernathy. NASA sought

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the assistance of the US Air Force is a proper response to Members of Congress. This is what was given to Congress:

"No unidentified objects were observed accompanying or pursing GT-1 spacecraft launched into orbit on a Titan 2 booster on April 8, 1964. Objects observed, which were detected by radar, have been identified as minor structural pieces that routinely break free from the expendable booster in the spacecraft and booster separation process. There is no indication of the presence of any material which was not originally part of the launched vehicle."

One year later, to the day April 8, 1965, a Connecticut resident who had queried NASA about the launch received a letter from the Public Affairs Officer of NASA informed Mr. Nichol that:

1. the second stage of the booster and spacecraft “did not separate” because of the flight tests assigned to this launch.
2. Further, NASA confirmed the booster and the spacecraft reentered the earth's orbit as a single unit on the fourth day.

This means UFOs of unknown origin followed Gemini I, and since the Space capsule of the booster rocket did not separate, there was no debris following the launch system for an entire orbit.[cdxciii]

Gemini IV and a UFO

A year later, on June 3, 1965, Gemini IV was launched from Cape Kennedy Air Force Station, Florida, on a Titan II rocket. During the flight, the astronauts circled the earth 66 times during its 4-day mission. The astronauts were James McDivitt and Edward H. White.

Ed White and James McDivitt were quoted as seeing an object and capturing pictures of an unusual object in space. While passing over Hawaii in the Gemini spacecraft (on the second day), they witness a weird-looking metallic object. The UFO had long arms sticking out of it. James McDivitt shared: It looks "like a beer can or a pop can, and with a little thing like a pencil or something sticking out of it." McDivitt took pictures with a cine-camera. Those pictures have never been released to the public.[cdxciv]

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Gemini VI and UFO

A year passed by the time Gemini VI was launched on December 15, 1965, at Cape Canaveral. The mission was flown by Walter Schirra, Jr. and Thomas Stafford. The mission rendezvoused with the already orbiting Gemini VII spacecraft.

On the second orbit of Gemini 7 (VII), over Antigua, Astronaut Frank Borman radioed that they had sighted a 'bogey" above their spacecraft. The term "bogey" is used by military airmen to report unidentified aircraft. Borman told the Space Center the unknown object was above and to the left -- at "ten o'clock high."

According to the Space Censer official report, Borman said the "bogey" could not be the burned-off booster because he saw the booster separately "as a brilliant body tumbling against the sun." Also, he reported, there were "what looks like hundreds of little particles" three or four miles ahead.

At the Space Center, Gemini 7 News Chief Howard Gibbons said they had no explanation. He also revealed that the spacecraft had been hit by some small object, with no damage, during the third orbit.

First, the object was identified as our Pegasus 2 satellite. NASA withdrew this when Pegasus 2 was found to have been 1,200 miles away. The US Air Force then stated the supposed 1,200-mile gap was an error, that the object was Pegasus 2.

Finally, on August 18, Gemini flight director Kraft said: "We think McDivitt probably saw a tank for one of the launch vehicles up there, probably one of our own."[cdxcv]

Gemini IX and a UFO

The very next year, on June 3, 1966, Commander Thomas Stafford and Pilot Eugene Cernan completed a three-day orbit mission.

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The Gemini IX mission was planned to rendezvous and dock with an Agena docking target. However, the original docking target failed to reach orbit. The Gemini IX mission was delayed while an alternate docking target, known as an augmented target docking adapter (ATDA), could be prepared and launched. Unfortunately, the payload shroud on the ATDA failed to separate. Eugene Cernan conducted an EVA during the mission.

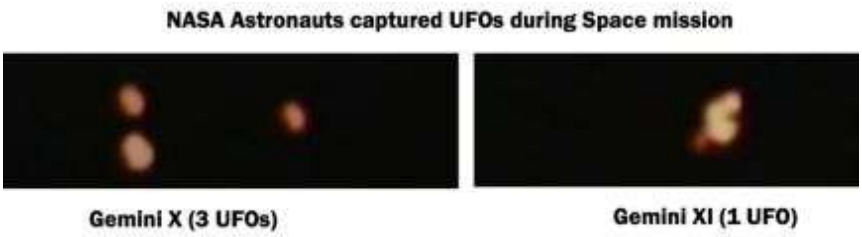
It is reported that the Gemini IX capsule and crew of June 3, 1966 (Stafford, Cernan) was accompanied from takeoff by UFOs. The UFOs were seen from the ground as well as the capsule.

Gemini X and the UFO

In July 1966, the Gemini X astronauts orbiting the earth reported seeing an unknown space object. According to the 'UFO Investigator', it was Astronaut Collins who was the first to see the UFO. Later in the same mission, a second UFO was spotted.

In a letter signed by Astronauts Young and Collins, "Astronaut Collins reported the second sighting of a space object, probably in the vicinity of Australia, which took place later in the Gemini X mission. It was moving north to south against a starfield in a polar orbit. Identity of the orbit was not determined."

The story was confirmed via an official letter from NASA (National Aeronautics and Space Administration') signed by Howard Gibbons, Chief, News Service Branch, Public Affairs Office. [cdxcvi]



Apollo 10

During the flight of Apollo 10 in May 1969, Astronauts Thomas P. Stafford, John W. Young, and Eugene E. Cernan reportedly spotted

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UFOs while in the orbit around the moon and on the homeward-bound flight.

Apollo 12

On November 14, 1969, Apollo 12 was launched from Kennedy Space Center above a Saturn V rocket. The Astronauts were Charles "Pete" Conrad, Jr., Richard F. Gordon, Jr., and Alan L. Bean.

Apollo 12 was the sixth manned flight in the United States Apollo program and the second to land on the moon. It was launched on November 14, 1969, from the Kennedy Space Center, Florida, four months after Apollo 11.

Mission commander Charles "Pete" Conrad and Lunar Module Pilot Alan L. Bean performed just over one day and seven hours of lunar surface activity. At the same time, Command Module Pilot Richard F. Gordon remained in lunar orbit. The landing site for the mission was located in the southeastern portion of the Ocean of Storms.

Apollo 12 astronauts – mention seeing an unidentified object to mission control. This object, in the words of the Astronauts, "is in the same place all the time and appears to be tumbling, we've had it ever since yesterday – it just seems to be tagging along with us." Mission control mentions it could be a panel. The astronaut's comment was," well, it just left us at a high rate of speed."

The astronauts reported the bright “white thing” looked like a “piece of pie’ [triangular] that nobody can identify.” The strange object [UFO] was tumbling along for two days some 2,000 nautical miles behind the Astronauts command module. [cdxcvii]

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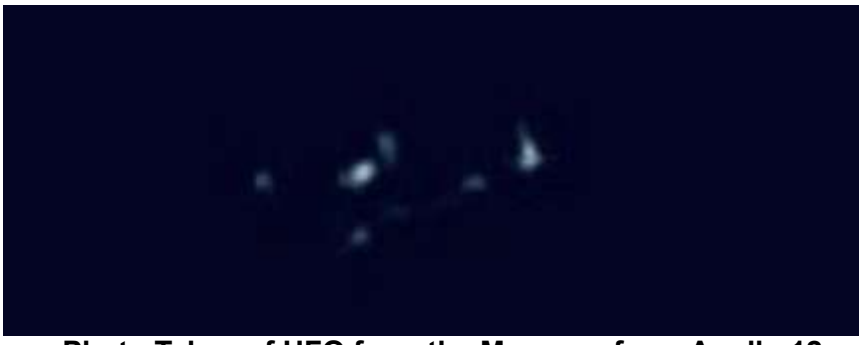

Photo Taken of UFO from the Moon surface, Apollo 12

A UFO was filmed during a moon surface excursion while collecting soil on the surface. In the background, the outline of some strange looking craft with lights on its surface was photographed by the Apollo 12 astronauts just above the moon's surface.

UFO at the Cosmodrome

In July 1978, witnesses reported a UFO over the Space launch facility Baikonur Cosmodrome in Leninsk. Reports verify several witnesses panicked, and armed base guards fired at the UFO. As the UFO departed, the launch facilities lights failed, and communication systems became scrambled. [cdxcviii]

Russian Cosmonauts report UFO.

On May 5, 1981, cosmonauts aboard the Soviet orbital space station Salyut 6 stated: "We were in orbit, and I saw an object that didn't resemble any cosmic objects I'm familiar with. It was a round object, which resembled a melon, round and a little bit elongated. In front of this object was something that resembled a gyrating depressed cone.

“I can draw it; it's difficult to describe. The object resembled a barbell. I saw it becoming transparent with what appeared to be a 'body' inside. At the other end of the craft, I saw something like gas discharging, like a reactive object. Then something happened that is very difficult for me to describe from the point of view of physics.”

“Last year in the magazine ‘Nature,’ I read about a physicist who tried to explain this phenomenon, and we decided it was a

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'plasmaform.' I have to recognize that it did not have an artificial origin. It was not artificial because an artificial object couldn't attain this form.

I don't know of anything that can make this movement... tightening, then expanding, pulsating." Then as I was observing, something happened, two explosions. One explosion, and then 0.5 seconds later, the second part exploded. I called my colleague Viktor [Savinykh], but he didn't arrive in time to see anything."[cdxcix]

Russian Cosmonauts report Aliens.

A year later, on May 14, 1982, the cosmonauts on the Soyuz T-4 spacecraft have an encounter with unusual beings in a separate spacecraft. Paul Stonehill, in his book 'The Soviet UFO Files,' shares:

"Cosmonauts Savinikh and Kovlenok observed a strange object from their space station. At first, the object was 1/2 mile away, but it eventually approached to a distance of 300 feet. Inside the spacecraft, the cosmonauts saw three brown skin beings with slanted bright blue eyes, straight noses, and bushy eyebrows. At a distance of 100 feet, the witnesses thought that the beings resembled mechanical robots.

The being's facial expressions remained quite emotionless. The beings on board the object requested close contact with the Soviet craft, but this request was denied. Their craft shifted around erratically, and from time to time, it would vanish but then reappear in an instant.

Their craft seemed to be metallic, but it had no doors, no solar batteries, no optical systems, no antennae, and no marks or writing of any kind; it was spherical with eight windows and 16 other strange transparent illuminated spheres arranged throughout the hull.

The cosmonauts also noticed quite normal looking armchairs, some devices, and walls inside the craft. Using a pair of powerful binoculars, the cosmonauts saw the beings showing them what appeared to have been a star map."[d]

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Astronaut Gordon Cooper - "They are interplanetary."

In 1985, former Astronaut US Air Force Officer Gordon Cooper addressed the United Nations on UFOs after his retirement. He shared:

"I believe that these extraterrestrial vehicles and their crews are visiting this planet from other planets, which are a little more technically advanced than we are on Earth."

"I feel that we need to have a top-level, coordinated program to scientifically collect and analyze data from all over the earth concerning any type of encounter and to determine how best to interfere with these visitors in a friendly fashion. We may first have to show them that we have learned how to resolve our problems by peaceful means rather than warfare before we are accepted as fully qualified universal team members."

"Their acceptance will have tremendous possibilities of advancing our world in all areas. Certainly, then it would seem that the UN has a vested interest in handling the subject quickly and properly." [dj]

US Space Shuttle crew and Alien ship

On March 14, 1989, the pilot and crew of the Space Shuttle Discovery reported an alien vessel close to their shuttle. Astronaut Colonel John Blaha immediately informed NASA ground control of the incident. The communications were received by Goddard Space Center in Maryland, the backup to Houston mission control.

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Former NASA mission specialist Bob Oechsler confirmed in the ‘Evening Standard’ that Blaha said:

> **"Houston, this is Discover; we still have the alien spaceship under observation."**

Goddard Ground control then replied and told Colonel Blaha to change frequencies preventing the rest of the conversation from being monitored.

Oechsler believed the alien vessel attached itself to Discovery which caused temporary electrical problems. Officially it was confirmed Houston was studying the voice message from Colonel John Blaha. No official response has been published from Houston. [dii]

UFO near Mars moon Phobos

Another case not released by the CIA was the Russian admission of a giant cigar-shaped UFO found near Phobos, one of Mars moons.

Phobos 2, built by the Russians, was a sophisticated space satellite designed to monitor several experiments during the orbit of Mars. It was launched on July 12, 1988, to make its journey to Mars. However, on March 25, 1989, during Phobos 2's approach near the moon of Mars called "Phobos," it recorded the image of a giant cigar or missile-shaped UFO.

Retired Soviet Air Force Colonel Marina Popovich at a press conference at the Soviet Consulate in San Francisco shared declassified Russian photographs of the incident. The giant cigar-shaped UFO photograph was taken then transmitted to earth just before Phobos 2 encountered an electrical malfunction. It was just after the transmission, all communications stopped, and the Phobos 2 Russian spacecraft disappeared.[diii]

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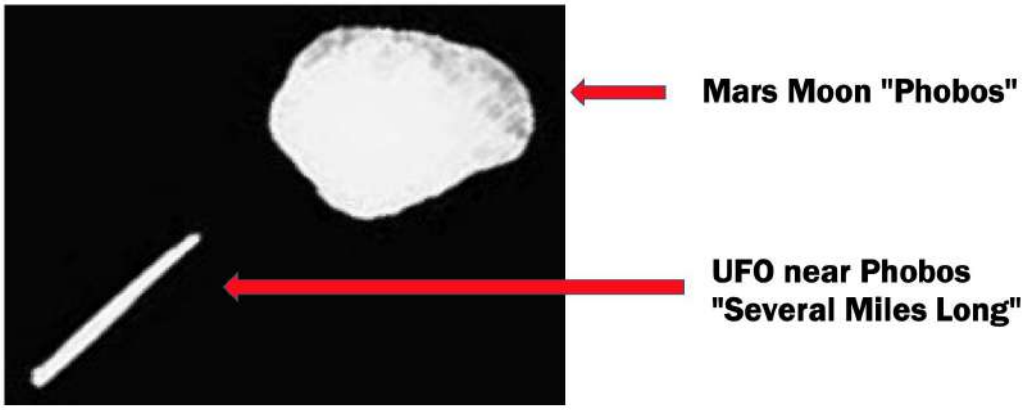
Russian Satellite Images taken by Phobos 2 during Mars Space mission 1989



MIR Russian cosmonauts affirm UFO
Cosmonaut Manakov and Cosmonaut Strekalov

In September 1990, Russian cosmonauts aboard the Soviet space station MIR confirmed they had recently seen an enormous UFO near their space station. Cosmonauts Gennadiy Mikhaylovich Manakov and Gennadiy Mikhaylovich Strekalov shared the following in an interview with a journalist via radio:

Journalist Question: Tell me, what are the most interesting natural phenomenon that you see on earth?

Cosmonaut: Yesterday, for example, I saw, if one may call it that, an Unidentified Flying Object.

Journalist Question: What was it?

Cosmonaut: Well, I don't know. It was a great, silvery sphere; it was iridescent… this was at 2250 hours.

Journalist Question: This was over the region of Newfoundland?

Cosmonaut: No, we had already passed over Newfoundland. There was an absolutely clean, clear sky. It is difficult to determine what the object was at that great altitude over the

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earth. It was at perhaps 20 to 30 km over earth. It was much larger than a huge ship.

Journalist Question: Could it have been an iceberg?

Cosmonaut: No. This object had a regular shape, but what it was – I do not know. Perhaps an enormous, experimental sphere or something else.[div]

NASA Space Shuttle
STS Mission 37 and the Sphere

On April 5, 1991, the Space Shuttle Atlantis was launched into space from Cape Canaveral to deliver a new satellite payload into the earth's orbit. During the Gamma Ray Observatory (GRO) release from the shuttle bay on April 7, a sphere-shaped UFO appeared and approached GRO as if to inspect it. The sphere was only in Space Shuttle Atlantis and GRO's vicinity for a short duration before it moved on into space.

UFO photo captured by Space Shuttle Atlantis Mission 38

Sphere - shaped UFO appears April 7, 1991, during launch of GRO satellite

Cosmonauts Film UFO around MIR

The next month, on May 21, 1991, the "Vremya Newscast" continued with its televised viewing of the Russian and British Crew

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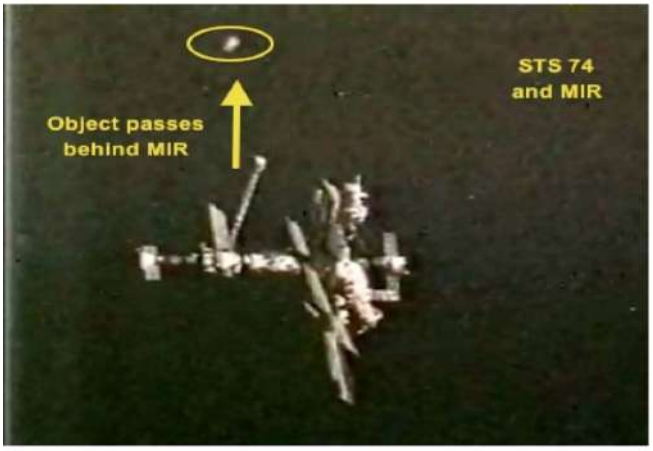
members aboard the MIR Space station.

The previous evening, a strange object was filmed near the MIR Space station during the late communication sessions.

The news announcer said: “you can see it now, there, at the very center of the screen.” (The video shows the MIR station in space and an unidentified luminous object hovering around it.)

The news announcer continues: “if a UFO, it would not be too bad. But Musa Manarov, who is filming the craft during the docking of the station, had a few doubts by saying that he saw that object come off the craft. Of course, there is nothing cheerful about the fact that an object of quite a considerable size is flying around the station, even if it is not a part of the Soyuz transport craft.”[dv]



UFO photo captured by
Space Shuttle Atlantis Mission 74

UFO shoots by MIR
November 14, 1995

NASA Space Shuttle
STS Mission 73 and the UFO

On October 20, 1995 the Space Shuttle Columbia was launched into space from Cape Canaveral to conduct further planned experiments in earth orbit. [dvi]

Three days later, October 23, 1995 – Astronaut Colonel Catherine Grace “Cady” Coleman USAF contacted mission control,

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mentioning:

> **"Mission control, we have an unidentified flying object pacing our position, request instructions."**

US Space Force had a defense system against Aliens?

In June 2001, the ‘German Daily’ announced the US has in its arsenal the capability of aiming its missiles toward space against a potential alien threat.

In a television interview, NATO Secretary-General Robertson admitted that the United States and its allies face new dangers against which the defense systems are aimed – be it terrorism or a threat from space."

According to the news article and television interview, not only NATO Secretary General George Robertson was implying potential tax, but also US President George Bush warned Toledo partners in Brussels of new threats.

However, the president did not say what kind of threats, whether meteors or even UFO attacks.

Speaking with Bild, defense minister Rudolf Scharping (social Democratic Party of Germany) commented on the insinuations by NATO Secretary-General Robertson about a threat from space. Scharping discussed more rogue states (countries) using missiles and other possibilities.[dvii]

DIA employee confirms
The US has missiles pointed toward space.

This threat from space was later confirmed by John Maynard, a former US DIA official during Dr. Steven Greer's "Disclosure Project" meeting at the National Press Club in Washington DC in 2001.

Forty years earlier, in May 1964, the US Air Force and Congress members suspected threats from space. When asked by Congress about Space's threats, General Curtis Emerson LeMay

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(USAF) believed the US military could not define UFO pilots' intentions.

According to an APRO bulletin, at the 1964 Congressional Hearing, General Curtis LeMay, Air Force Chief of Staff, stated: "I do not think you can clearly define the threat from space at this time. So, you cannot clearly define the countermeasures against it. But – we expect threats to emerge. Therefore, we should be doing some work in this area so that we will be capable of countering the threats if they appear or anticipate threats that may appear and – have something to counter them with". [dviii]

Fourteen years earlier, in 1949, the US Navy tracked an interplanetary space ship flying over White Sands, New Mexico. In May 1949, Commander Robert B. McLaughlin, former head of guided-missile research at White Sands Proving Ground, New Mexico, reported that the flying discs are space ships from another planet.

These facts show that the US Government knew about the potential of aliens visiting earth as early as the 1940s, and we had no way of stopping aerial intrusion from space.

The news article informs us, "though official debunked, the flying objects are space ships." McLaughlin, now skipper of the destroyer Bristol, shared the space ships delight in zooming over the White Sands, proving ground where navy experts and scientists were testing weapons.

McLaughlin confirmed he, along with five trained observers (scientists), using precision instruments (theodolite), tracked a strange object about 105 feet in diameter. He shared: "Those discs were space ships from another planet, operated by animate, intelligent beings."[dix]

UFOs near Space Shuttle STS 126

In September 2006, during the preparation for re-entry of NASA Shuttle flight STS 126, NASA officials admitted during a news conference that they routinely see UFOs in space and do not know

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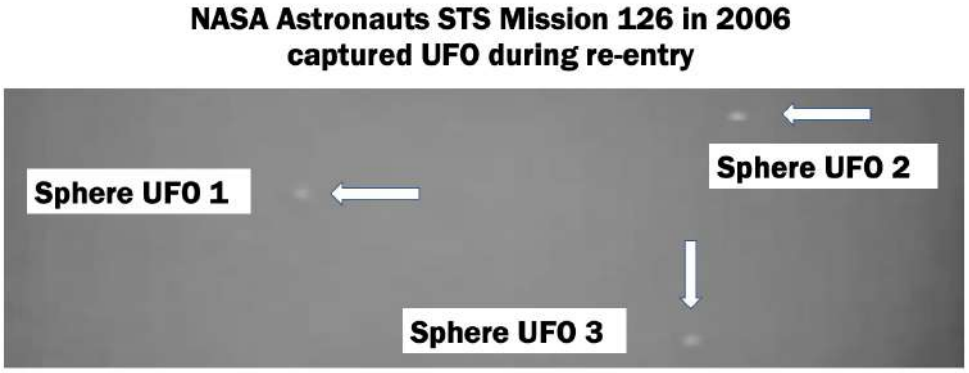
what they are and acknowledge these objects have not posed any threats to the crew.

This story was carried live on Fox News. Correspondent Kim McIntyre was at Johnson Space Center reporting on the return of Shuttle Discovery STS 126. NASA's initial concern was that five debris pieces were discovered around the shuttle; however, the story then shifts to 3 unidentified flying/hovering objects under the shuttle the day before re-entry. As with the previous Presidential Administrations, most of this did not get the best news coverage, and other than FOX News went unreported to the public.

Space Shuttle and Spheres



Continuing with the STS 126 re-entry: These objects appear to be four white circular orbs. We then switched to NASA, where Wayne Hale, Space Shuttle Program manager, stated on national TV:

"over the years, we have chased many of these things," rarely could pinpoint where they come from and always finding out that they pose us any hazard."

Wayne Hale's statement is one of the most honest answers the American people have recently heard from NASA. The news then switches to a news brief clip from an expert who then tries to debunk the story by saying: "these objects are suspected of being debris from launch vehicles or small fragments coming from inside the shuttle bay."

If one studied these videos and had seen or read of other "flybys" with the X-15, Gemini, Apollo, and Shuttle Flights, one would come to a far different conclusion:

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"that these objects are not debris, but in-fact some type of unconventional craft." It's either unconventional craft being piloted by "other civilizations," or we have astronauts flying self-luminous "egg-shaped" objects that make frequent stops at the International Space Station."[dx]

Russian Cosmonaut films 4 UFO

In August 2020, Russian Cosmonaut Ivan Vagner was filming the earth from the International Space Station when he captured the image of four lights from a UFO. He posed a question to the public were these meteors, satellites, or something else.[dxi]

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Chapter 14: Scientists Confirm Interplanetary UFOs

Astronomer Says

Visits From Outer Space Not Impossible

October 19, 1973, The News, Port Arthur Texas

Astronomers and other scientists have recorded the UFO reality since the 1800s.

This chapter contains interviews with foreign scientists on UFOs, such as Professor Hermann Julius Oberth, Werner Von Braun, and others. Some of these scientists' quotes come from foreign newspapers and radio broadcasts. We were surprised CIA employees did not pick up this information when monitoring foreign radio and news sources.

Richard Hall of NICAP noted: There appears to be apparent official secrecy since the photographs, scientific data, and witness reports have never been made public when discussing the Antarctic UFO incident involving Chilean, Argentinian, and British bases from 1962 to 1965.

Despite the CIA's lack of information on the subject, we have collected enough to share here.

In my first book, ‘UFOs IN US AIRSPACE,’ I have a chapter on Astronomers and Scientists that have admitted to the existence of UFOs / UAPs. These UFOs / UAPs are identified as alien ships (extraterrestrial) that perform aerial stunts that no human pilot or craft can replicate.

One of the common misconceptions of ordinary citizens is that Astronomers have never seen a UFO. In 2013, I was shocked when I met a former Amateur Astronomer and high school teacher who said he never saw a UFO and never heard of other scientists who had.

When I mentioned some astronomers had studied the phenomena (Dr. J Allen Hynek and others) who came to believe in

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them, this teacher was stunned and admitted he was unaware of this fact.

Today we know of thousands of Astronomers worldwide who have admitted to seeing extraterrestrial UFOs / UAPs. Some of these scientists have admitted tracking the UFOs / UAPs with telescopes and have taken photographs in some cases.

The second misconception I hear from scientists is the news never presents much information to the public on UFOs / UAPs.

To a certain extent, this is a true statement. However, there are more local TV stations and regional newspapers sharing such news with their viewers. For example, the Connecticut based newspaper 'The Hartford Courant' deserves many accolades for sharing the UFO stories in their papers for decades.

Though the general news media could do a lot more with informing the public about UFOs / UAPs, they had come a long way from the 1950s when it was forbidden to do so by the US government requesting the major channels to refrain from sharing the information.

The truth of the matter is we humans should be learning about this subject matter in schools. Unfortunately, many of our science teachers are too busy with grading papers and taking care of their families to be informed of such evidence.

Therefore, "former high school students" were never able to learn the truth. In this chapter, we discuss Astronomers and Scientists that have seen UFOs around the world.

In addition to the evidence presented in this chapter, you can visit the NOUFORS.com website. The author, Michel Deschamps has over 48 pages of documented Astronomer and Scientist UFO cases documented, ranging from 1623 to the present.

UFO over England

On June 8, 1868, around 9:00 pm, a luminous object was seen moving quickly across the sky from the Radcliffe Observatory in Oxford England. The Astronomers confirmed the UFO suddenly stopped, changed course to the west, then changed direction to the

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south. It then hovered for four minutes before retreating and heading north. [dxii]

UFO over the United States

On August 7, 1869, several astronomers across the United States spotted bright objects crossing the solar eclipse. Each object took two seconds to make the transition. The objects were well-defined while viewed from telescopes in different states. Witnesses were Professor Zentmayer in Iowa, Professor Swift in Illinois, and Professor Winlock in Kentucky. [dxiii]

Greek scientist admits UFOs are not man-made.

In 1947 Dr. Paul Santorini, a Greek physicist, and engineer investigated Unidentified Flying Objects over Greece. When first observing these objects, he initially thought they might be Soviet missiles. Then in 1947, Dr. Santorini confirmed: "We soon established that they were not missiles... Foreign scientists flew to Greece for secret talks with me." According to Raymond Fowler's research, one of those countries that came to Greece were representatives of the US Government.

These representatives were from the "Pentagon and US scientists." Santorini further informed his colleagues that a world blanket of secrecy surrounded the UFO question because the authorities were unwilling to admit the existence of a force against which earth had "no possibility of defense." Furthermore, the Greek scientists added: "for the time being, aliens were probably visiting earth to collect plant and animal specimens but that their future purposes, if any, were entirely unknown to us." [dxiv]

Prominent Scientists Urge UFO Study Plan

July 30, 1968, Mid Cities Daily News, Hurst, Texas

Scientists believe UFOs are manned craft

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During the 1950s, the CIA admits to being concerned with the US's national security implications being confronted by several threats, including the possibility of bombers from Russia reaching American soil.

The CIA voiced its concerns that Russia would use UFO reports to clog our means of communication. From all possible UFO reports and articles as of 2021, it appears this “clogging of communications” never happened.

We know that during this time, American and German rocket scientists believed intelligent beings from other planets manned these flying objects.

On February 19, 1952, a Letter on UFOs from Albert E. Lombard, Jr. Chief of the Research Division to Colonel John G. Erickson stated the Scientific Advisory Board Secretariat requested the Project Twinkle report not be declassified. One reason was given: “some reputable scientists still believe that the observed phenomena are man-made.”

This is in regards to "fireballs and other phenomena" seen in the southwest United States. It was becoming a well-known theory that fireballs could be mechanical devices made by unknown beings. Other scientists suggested these objects were either manned or an unmanned drone. During this same time, inventor William P. Lear believed that some of these flying saucers could be some form of interplanetary alien surveillance device. This theory was shared in the ‘UFO Investigator Bulletin’ (NICAP). [dxv]

A few weeks later, on March 3, 1952, the German Rocket expert Dr. Walther Riedel weighed in on his belief of UFOs, stating: "I'm convinced saucers have an out of world basis."

Four months later, on July 28, 1952, Dr. R.L. Farnsworth of the US Rocket Society, while discussing UFOs stated: "there is a possibility they are interplanetary spaceships." This statement was in response to the sightings over Washington, DC, during July. [dxvi]

The CIA, duly concerned over national security, was backed into a corner. On the one hand, the CIA stated it was concerned with a surge of false UFO reports jamming communication channels. On

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the other hand, it was concerned over UFOs being legitimized by credible scientists.

The Haines CIA study explains what they did: "Because of the tense Cold War situation and increased Soviet capabilities, the CIA Study Group saw serious national security concerns in the flying saucer situation.

The group believed that the Soviets could use UFO reports to touch off mass hysteria and panic in the United States. The group also believed that the Soviets might use UFO sightings to overload the US air warning system so that it could not distinguish real targets from phantom UFOs.

H. Marshall Chadwell, Assistant Director of OSI, added that he considered the problem of such importance "that it should be brought to the attention of the National Security Council, so that a communitywide coordinated effort towards its solution may be initiated." [dxvii]

French Engineer and Former Minister of Finnish Government UFO propulsion was “not conventional”:

On June 9, 1951, around 8:05 pm, Mr. Saastamoinen, an engineer and former Ex-minister of the Finnish Government, observed a UFO near Mikkeli, Finland. The disc-shaped craft flying at 10,000 feet was said to be perfectly round and 25 meters in diameter.

The UFO had the color of aluminum with no signs of visible windows. He stated the object appeared to be traveling at 800 mph on a straight and level course. His attention was drawn to the disc while driving with his wife. He stopped the car to observe the object disappear into the clouds. His verbal report to the USAF, Air Attaché at the American Embassy at Helsinki, was that the UFO emitted no sound. His opinion of the propulsion was neither a conventional reciprocating engine nor a jet engine.[dxviii]

Scientists concerned

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In 1952 according to MIT and CIA scientists who were members of the Project Charles (Project Lincoln) UFO study group, they became so concerned about defense problems associated with alien craft incursions in US Airspace that they took their concerns directly to the National Security Council. [dxix]

USAF UFO reports

Throughout Project Blue Book, UFO reports were sent to the Air Technical Intelligence Center at Wright Patterson Air Force Base, Air Defense Command, and the Director of Intelligence at Air Force headquarters. In some cases, the UFO reports were sent to the CIA, the National Security Agency, the Defense Intelligence Agency, and the Secretary of State at the White House. It also seems the CIA was also informing US Agencies and military bases of the UFO activities in other countries such as: Ramstein Air Force Base, Germany.

Astronomers pick up Large objects above Earth

Not revealed by the CIA is another statement shared by author Bill Cooper. The statement is both fact and controversial.

Cooper says: "In 1953 astronomers discovered large objects in space which were tracked moving toward the Earth. It was first believed that they were asteroids…. Project SIGMA intercepted alien radio communications. When the objects reached the Earth, they took up very high geosynchronous orbit around the equator. There were several huge ships, and their actual intent was unknown. Project SIGMA and a new project, PLATO, through radio communications using the computer binary language, were able to arrange a landing that resulted in face- to-face contact with alien beings from another planet. The landing took place in the desert. [dxx]

What is controversial about the above statement is a prearranged meeting between a specific Alien species and President Eisenhower, Cooper mentions three specific landings:

1. The Desert (not specified) in 1953;

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2. Homestead Air Force Base in Florida in 1953;
3. Muroc, now Edwards Air Force Base in February 20, 1954 at MUROC air field in 1953.

Other UFO researchers have met with witnesses and believe the MUROC meeting took place between the Aliens and President Eisenhower.

Cooper states: "four others present at the meeting were Franklin Allen of the Hearst Newspapers, Edwin Nourse of Brookings Institute, Gerald Light of Metaphysical Research fame, and Catholic Bishop MacIntyre of Los Angeles."

Gerald Light specifically states that five ships were present and were undergoing study by the Air Force. We do not know if the above meeting is true, but it is fascinating.

Of fact is in 1952, the US Air Force tracked huge space ships at 100 miles circling above Earth over Washington DC on three occasions. US Air Force pilots confirmed visually and by radar that some of the motherships came down to 70,000 feet then returned to higher altitudes. These facts were confirmed by Major Donald Keyhoe in his discussions with UFO interceptor pilots engaged in chasing the larger ships.

Did Germany have anti-gravity propulsion?

We know now, the CIA kept track of most UFO stories, and on December 12, 1953, collected the following item from, of all places, a Capetown, South Africa, newspaper:

"A German newspaper recently published an interview with George Klein, famous German engineer, and aircraft expert, describing the experimental construction of 'flying saucers' carried out by him from 1941 to 1945."

"Klein stated that he was present when, in 1945, the first piloted 'flying saucer' took off and reached a speed of 1,300 miles per hour within three minutes. The experiments resulted in three designs:

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1. one, designed by Miethe, was a disc-shaped aircraft, 135 feet in diameter, which did not rotate;
2. another, created by Habermohl and Schreiver, consisted of a large rotating ring, in the center of which was a round, stationary cabin for the crew."

"When the Soviets occupied Prague, the Germans destroyed every trace of the 'flying saucer' project, and nothing more was heard of Habermohl and his assistants. Schreiver recently died in Bremen, where he had been living. In Breslau, the Soviets managed to capture one of the saucers built by Miethe, who escaped to France."[dxxi]

Did the Russians recover advanced alien propulsion technology? From what we know now, only new designed jet engines were used to propel the German UFO designed ships.

Conventional propulsion first UFO patent

On November 20, 1952, the first patent for a flying saucer was recently applied for in West Germany by Rudolph Schriever, a former pilot. He claims to have perfected an elliptical flying object after 11 years of research. The inventor claims that the craft, "equipped with conventional engines, has a diameter of 40 meters and can rise vertically or remain motionless in the air." He estimated its maximum speed at 4,000 km/h.[dxxii]

Scientists kept busy on UFOs

In another CIA document, a UFO was spotted in Hungary, in November 1955. The witness shares: "I received a letter from my niece in Budapest." This letter contains the following interesting item:

"The so-called flying saucers (rockets) for several weeks kept the people in a nervous state. These very fast speeding fliers kept scientific groups very busy. I am sure you've heard already from the papers, 12,000 km/h was estimated on these flyers." In the letter, a drawing of the UFOs showed eleven (11) disc-shaped objects flying in formation moving from Budapest towards Moscow.[dxxiii]

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Walt Disney Scientists on UFOs

In late 1958, a scientific conclusion that flying saucers are “real and under intelligent control” was made public by a group of California scientists and engineers. The group included Dr. Robert Baker of UCLA's astronomy department.

Included in the group of scientists were; Robert Bulkley of Cal-Tech's Jet Propulsion Laboratory, Dr. Leslie Kaeburn, University of Southern California's medical department; Ward Kimball, head of Walt Disney's scientific project section and engineers from Marquardt Aircraft and Thompson Ramo Woolridge (space consultants to the Air Force).

These important developments were made public by Tom Towers, aviation editor of the 'Los Angeles Examiner.' As disclosed by Towers, "the Navy is concerned of mysterious jet disappearance off the Florida Coast and a Navy inference that "saucers" might have been responsible."[dxxiv]

In 2004, the US Government released videotape evidence of the aerial engagement of F-18's with a UFO off San Diego. We now know from this 1958 case and the earlier reported statements made by Navy Secretary Kimball that the US Navy Department and Intelligence divisions have been recording UFOs for over 70 years. It would be nice to see all those UFO reports.

German Scientist Oberth on UFO Propulsion:

In another news article interview, a top German scientist, Werner Von Braun's mentor, made a significant statement on UFOs. The information was not released in the CIA files, though it clearly would have fallen to the CIA's Foreign newspapers and radio broadcasts jurisdiction. This information must remain classified today in CIA vaults.

In May 1962, Professor Hermann Julius Oberth made some comments about UFO Propulsion. He shared:

"They [UFOs] are flying by means of artificial fields of gravity. They [UFOs] produce high-electric tension charges to push the air out

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of their paths, so it does not start glowing, and strong magnetic fields influence the ionized air at higher altitudes.

1. First, this would explain their luminosity;
2. Secondly, it would explain the noiselessness of UFO flight;
3. Finally, this assumption also explains the strong electrical and magnetic effects sometimes, though not always, observed in the vicinity of UFOs." [dxxv]

Scientists confirm UFOs in Antarctica.

This next UFO case was in the ‘Boston Globe’ on July 9, 1965, the ‘New York Post’ on July 7, and the ‘New York Times.’ Some Department of Defense documents discussed the UFO Antarctic sightings, yet there is no record of this UFO sighting in the CIA files.

On July 6, 1965, a group of red, green, and yellow flying saucers have been seen flying over Deception (e.g. Decepcion) Island for two hours by Argentine, Chilean, and British bases in Antarctica. The Flying saucers were also seen flying in formation over the South Orkney Islands in quick circles.[dxxvi]

The full story on Antarctica

Witnesses confirmed that on July 3, 1965, a UFO performing extraordinary maneuvers was "filmed" in Antarctica by the scientific team. During these events, the scientists gathered ten color photographs, record electromagnetic effects and Instrumental data.

Three different governments Argentine, British, and Chilean military and scientific personnel at scientific stations substantiate the fact that flying celestial bodies were observed for about 20 minutes.

At the Chilean station, it was confirmed a "lens-shaped flying object" was seen. According to the ‘Boston Globe’ article, a Lt Daniel Perisse, commander of Naval detachment at Deception (Decepcion) Island stated:

"The characteristics of the object and its movement show that it was neither balloon, nor star, nor aircraft." Further, the point was

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made that the weather was exceptionally clear. Mario Jahn Barrera, the Chilean base commander, stated:

1. “11 Argentinian Navy personnel at two separate Antarctic bases photographed the lens shaped object.”
2. “The object's color was mainly red and green but would change to yellow, blue and green, and white. The object was silent, moved eastward, and at times make a westward movement.”

The fascinating thing was that this object appeared to desire to hover over the bases and watch the men as they conducted their experiments on the ground. In essence, "observe man."

Finally, it was reported that the British had noticed geomagnetic instruments would go wild when the object zig-zagged near the base for 10 minutes. Finally, Mario John Barrera told the Defense Ministry, "all of us saw a flying saucer, one of these science-fiction things."

Richard Hall of NICAP noted: There appears to be apparent official secrecy since the photographs, scientific data, and witness reports have never been made public.

The author’s (Richard Hall) personal efforts to obtain analysis reports through embassies in Washington, DC, were unsuccessful.

Special significance: Multiple scientific witnesses and simultaneous instrumental and photographic confirmation. [dxxvii]

Argentine Navy Statement on the Antarctic UFOs: On Tuesday, July 6, 1965, the Argentine Navy released the following statement to news media about the Antarctic UFO sightings:

"The Navy garrison in the Argentinean Antarctica, Decepcion Island, observed on July 3 at 19:40 hours local time, a giant, lens-shaped flying object, solid in appearance, mostly red and green, occasionally changing with yellow, blue, white and orange shades.

The object was moving on a zig-zag trajectory toward the east, but several times it changed its course to the west and north with varied speeds and without sound. It passed at an elevation of forty-

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five degrees above the horizon at a distance estimated to be about 10 to 15 kilometers from the base.

"During the maneuvers performed by the object, the witnesses were able to register its changes in velocity and also the fact that it hovered motionlessly. The meteorological conditions for the sighting area can be considered very good for this time of the year: clear sky, some strato-cumulus, the moon in the last quarter, and perfect visibility. The object was witnessed by the meteorologist together with ten members of the garrison. The observation lasted for 15-20 minutes, and photographs of the object were taken.

"In the afternoon of the same day, the same object was sighted from the Argentinean base on the South Orkney Islands, moving away toward the northwest (330 azimuths), about 30 degrees above the horizon, estimated distance 10-15 kilometers."

In a radio bulletin broadcast on Wednesday, July 7, 1965, Lt. Daniel Perisse confirmed the sightings:

"[The garrison] observed an extremely brilliant object, moving toward the north with variable speed, sometimes hovering, displaying sudden accelerations and changes of direction. The characteristics of the object and its motion were such that the possibility of a weather balloon, a plane or a star were ruled out. The sighting took place during the night hours, in total darkness attenuated only by some moonlight.

The attempt to photograph the objects was doomed to failure considering the film's low sensitivity, the distance, and the prevailing darkness.

Department of Defense documents discovered by Jan L. Aldrich show that data on the Antarctic sightings circulated in the US intelligence community. One document originated by the US Air Attache office in Santiago, Chile, on July 23, 1965, includes quotes from radiograms and news reports. The basic information conveyed was that Chilean nationals stationed at an Antarctic base had seen an object zig-zag across the sky, sometimes hovering and changing color from red to yellow to green on July 3/4.

About the same time, personnel at the Argentine base on Decepcion Island reported a lens-shaped (disc) object flying on an

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"oscillating course, sometimes hovering and changing colors (yellow, green, and orange). The disc was tracked by "theodolite and powerful field glasses," and Cpl. Uladislao Duran Martinez was reported to have taken ten color pictures.

A few hours earlier on the same day, Argentine meteorological observers had watched a luminous white object moving at high speed from east to west that, according to a Santiago newspaper on July 4, "caused magnetic changes in their geomagnetic instruments, registering changes notably out of the normal."[dxxviii]

The facts not shared:

During mid-winter in Antarctica in July 1965, while the region was cut off from the rest of the world, the summer 1965 UFO wave was in progress in the United States, South America, and Australia. Scientific observers at Antarctic research stations manned by personnel of three nations observed brightly colored objects maneuvering in the sky.

Scientific instruments detected a disturbance coincident with one of the sightings. Before this, there had been three sightings of puzzling phenomena in June. Then the July sightings triggered international news reports.

July 2, 1965: English Base "B," Deception (Decepcion) Island. 7:15 pm Clear sky. Five meteorological observers saw a green and red light, occasionally turning yellow, to the north. The object zig-zagged, hovered, and at times accelerated, remaining 20 to 45 degrees above the horizon, Duration: 15-20 minutes.

July 3, 1965: Argentine base, Laurie Island. 5:03 pm, two meteorologists observed for 15 seconds a round, bluish-white object moving east to west "on a parabolic path." Two variometers (magnetic field measuring instruments) "registered sudden and strong disturbances of the magnetic field."

July 3, 1965: Chilean base, Deception (Decepcion) Island. 7:20 pm, clear and starry night, waning moon. Nine

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meteorological observers watched for 20 minutes a yellow-red maneuvering object, occasionally changing to green, yellow, and orange. The object traveled at high speed with an oscillating motion, hovering at one point, leaving a steam-like trail in its wake. It moved from about 40 degrees above the horizon in the north to 45 degrees above the southwest horizon, where it disappeared in the clouds.

July 3, 1965: Argentine base, Deception (Decepcion) Island. 7:42 pm, shortly after the sightings at the Chilean base, 17 people (including 3 visiting Chilean personnel) observed a lens-shaped disc that maneuvered erratically across the sky for about an hour.

The object changed colors (red, yellow, green, orange, blue, white) as it zig-zagged from a position about 30 degrees above the horizon in the north-northwest. During the sighting, the object hovered, accelerated, reversed direction, and changed in luminosity. At times it went behind some clouds, but it was also seen in front of some cirrus clouds. Finally, it disappeared to the northwest, decreasing in size and gaining altitude.[dxxix]

Latvian Astronomers report 328-foot-long UFO

In another UFO incident that the CIA did not disclose, Latvian Astronomers report a 328-foot-long UFO: This next story is unusual in that the Russians had a nuclear ICBM launch site in Latvia during the 1960s.

The base had four missile silos, and today it is a museum. The missiles from this base were used in the Cuban missile crisis in the early 1960s. My wife and I visited this launch facility in 2015; it is a fantastic sight to see. There is a good chance the following UFO hovered over the facility, and if so, the Russians would have had this "classified."

The four ICBM silos were under reinforced concrete. The missiles were aimed at the United States.

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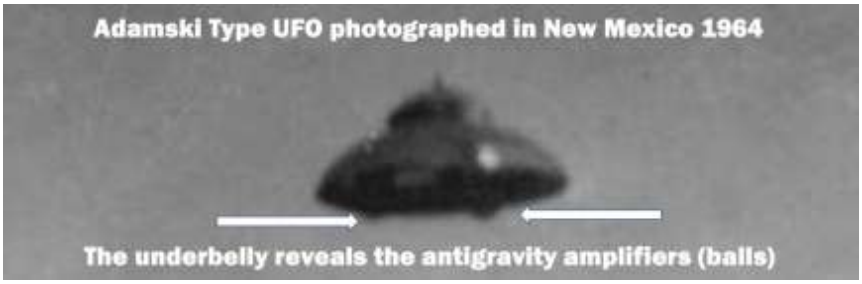

On July 26, 1965, three Latvian astronomers looking through a telescope reported a UFO at Ogra, Latvia. According to their observation, we learn the following facts about this UFO:

1. It began as: “an unusually bright star slowly moving west”;
2. When viewed through 8 power binoculars: “the star appeared as a small flat spot”;
3. It had "a small ball in the center of the lens-shaped disc";
4. It was a "disc.";
5. The disc had a diameter: "about 100 meters (328 feet)";
6. Around the disc: “at a distance of its two diameters, there were three balls like the one in the center of the disc”;
7. These balls (spheres): “the slowly rotated around the disc”;
8. Some 15 to 20 minutes later: “the balls began to depart from the disc in different directions”;
9. The Sphere: "the ball in the center also left its place and flew aside."

About the same time as the Latvian sighting, a navigator in a Soviet Polar Airliner reported their plane dived to avoid being hit (struck by) a strange flying craft. The Airliner crew declared the UFO:

1. looked like: "a big pearl-colored lens with wavy pulsating edges.";
2. had no: “no antennae, superstructure, wings or portholes on the disc”;
3. had no: “a gas jet exhaust nor the inversion trail”;

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4. the "speed of its departure was so great that the whole phenomenon seemed somewhat supernatural." [dxxx]

In the late 1960s, Robert Vitolniyek was the chief of the Latvian Space tracking system in Latvia. In 1967 he shared the following statement to the newspaper ‘Sovetskaya Latvia’: "UFOs are solid bodies which generally appeared on radar screens as perfect circles and could not be artificial satellites or meteorological equipment." [dxxxi]

Scientists confirm UFOs over Russia.

In December 1967, Robert Vitolniyek, the Director of the Station or the Radio Observation of the Ionosphere and Artificial Earth Satellites, shared that more UFOs have been seen over Russia. These objects appear in the form of balloons and convex discs. Vitolniyek's message to his constituents is as follows:

"Radar observations have sometimes shown objects in the form of an ideal circle tens of kilometers high that could not be compared with any known object, such as Sputniks, meteorological rockets, etc.

Flying saucers also appeared many times over the territory of the USSR, and quite recently in Liepaja (Latvia). Eyewitness reports suggest that it was not a mirage but an actual flying saucer.

According to astrophysicists, such an object would be gigantic with the ball like core in the center. The object changed color from red to blue, apparently according to its altitude.

Its surface was dull (pearly) rather than brilliant. In as much as the body of the UFOs are often darker than the surrounding medium, it may be concluded that it is capable, in a certain stage of evolution, of absorbing electromagnetic waves of various lengths that fall on the surface.

As a result, under favorable conditions, the UFO can become practically invisible. When discussing the origin of the UFO a very important point is often forgotten.

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Invariably, the flying object is tracked by radar, and it is possible that this could lead to false reports of missile attacks. Therefore, to avoid errors when tracking a flying object, its properties must be known.

According to many specialists, the most probable theory is that UFOs are most likely plasma formations of colossal size, similar to ball lightning. This assumption makes it possible to explain most of their properties, including the cause of their appearance precisely over large cities where the air is saturated with electromagnetic radiation.

Regarding the hypothesis of UFOs being messengers from other planets, this is still very doubtful, although there was no weighty reason to discard them categorically. And any rate, thorough research is indicated. That is why the Radioastrophysical Laboratory of the Latvian Academy of Sciences requests all persons witnessing UFO phenomena report their observations to that center.[dxxxii]

Something over Moscow

On September 20, 1977, Scientists in the Soviet Union were baffled by a huge mass of light that flared up in the skies of Petrozavodsk in Soviet Karelia and "hovered over the city in the form of a jellyfish sending down a multitude of fine beams," Tass reported.

The phenomenon occurred at about 4 am over the city, 130 miles from the Soviet-Finnish border. "Sometime later, the glow ended." Tass added; the "jellyfish" became a bright semicircle and resumed its movement in the direction of Lake Onega.

The news agency said grey clouds then appeared with a "semicircular aperture bright red in the center" and lasted 10 to 12 minutes. An official of the Petrozavodsk observatory, Yuri Gromov, said the phenomena were still a mystery.[dxxxiii]

French scientists admit UFOs real.

In 1978, French scientists and former Military personnel determined Flying Saucers are, in fact, real and beyond our

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technology. In 1978, a French government UFO study group (GEPAN) concluded: "Everything taken into consideration, a material phenomenon seems to be behind the totality of the phenomenon - a flying machine whose modes of sustenance and propulsion are beyond our knowledge."[dxxxiv]

Russian Scientists believe in UFOs

In 1981 Russian scientists confirmed UFO technology is beyond man's capabilities. During an interview with Henri Gris, Dr. Felix Y. Zigel, Professor of mathematics and astronomy at the Moscow Aviation Institute, made the following comments:

"We have seen these UFOs over the USSR; craft of every possible shape: small, big, flattened, spherical. They can remain stationary in the atmosphere or shoot along at 100,000 kilometers per hour. They can also affect our power resources, halting our electricity generating plants, our radio stations, and our engines without however leaving any permanent damage. So, refined a technology can only be the fruit of an intelligence that is indeed far superior to man." [dxxxv]

Meteorological officials baffled

From CIA news intercepts, on September 2, 1987, Bridgetown citizens, Barbados, reported spotting several unidentified flying objects in the moonlit sky. Press reports said the glowing balls were also seen elsewhere in the eastern Caribbean.

Many witnesses on the ground here spoke of seeing four (4) and eighteen (18) slow-moving balls of light with long illuminated tales, gliding horizontally through the sky in a north to south direction over this 166 square mile island. The sightings lasted about 10 minutes.

Meteorological officials could not explain the objects, but the press quoted a pilot of the Regional Airport at Liat saying that while flying at 8,000 feet, a group of objects had passed his aircraft, at

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terrific speed. He confirmed the large UFO was out in front, followed by about five or six others.

The Meteorological Office said similar sightings had also been reported in Grenada, St. Lucia, and Martinique.[dxxxvi]

Soviet Scientists discuss UFOs

On October 28, 1989, over 100 Soviet scientists representing various science technology branches met at a conference in Petrozavodsk to discuss UFOs in the Soviet Union. The conference leads to more questions than answers about the UFO phenomenon. [dxxxvii]

UFO scientific team established

From CIA news intercepts, on April 16, 1990, it was announced on Moscow television service the following:

"Our countries first state organization for the study of Unidentified Flying Objects has been set up in the Soviet Union. It is the all-Union Inter-Industrial Ufological Scientific Coordination Center of the USSR Academy of Sciences."

The reports state the Ufological commission last year received 10 to 15 daily reports of UFO sightings all over the world. The head of the center, Azhazha, says that Soviet sightings are reported every day. Azhazha believes the flying saucers most often visit remote places, but most sightings happen in the densely populated places where there are more observers. The announcement included a US picture of a UFO and alien visitor.[dxxxviii]

Chinese and Russian Scientist joint UFO studies

From CIA news intercepts, on May 21, 1990, it was announced that scientists from China and Russia began joint studies of the UFO phenomena. The first meeting of ufologists between the two countries took place in Dalnegorsk.

The Soviet and Chinese specialists agreed to share information and investigate incidents that are already known and

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have arranged to directly exchange video and photographic materials on new similar UFO case phenomenon. Dalnegorsk was chosen as the meeting place for the joint venture due to UFO sightings in the area.[dxxxix]

Chinese Scientists gather to study UFOs

From CIA news intercepts, in April 1992, it was announced the China UFO Research Organization (CURO) would hold a conference in May 1992. The 1992 international conference theme will be searching for creatures that might be living in our solar systems. The main purpose of the conference is to share information on the phenomena.

Over 100 Chinese and overseas researchers will be present. As of 1992, there have been over 5,000 sightings of unexplained aerial phenomena in China. Worldwide there have been over 400,000 reports of unexplained aerial phenomena.

In 1978, the United Nations called on all countries to be on alert for sightings and establish UFO investigation bodies. The Chinese UFO organization CURO is now a member of the China Association for Science and Technology supported by the Government.[dxl]

Update on the UFO conference: At the close of the conference: Wang Changting, acting President of the China UFO Society, shared:

"Studying UFOs with a scientific attitude will contribute to the development of science and civilization as well as to maintaining social stability. Thus, China will continue to study the UFO phenomenon with a positive attitude and seek more cooperation and exchanges with other countries.

So far, the Chinese UFO society in the Center for Academy of sciences has made great strides in understanding "ball-shaped lightning" and "earth-light fireballs." In addition, the Academy and

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some of its scientists have proposed the design of flying objects propelled by reduced resistance Efflux.[dxli]

Chinese, Taiwanese scientists confirm UFOs

The next year, on December 8, 1993, it was reported that nearly 6,000 sightings of unidentified flying objects (UFOs) have been seen across the Taiwan Straits. This announcement was made known by experts from the Chinese mainland and Taiwan meeting in Beijing.[dxlii]

Russian scientists believe UFOs gather electricity.

In Russia, from CIA news intercepts, on February 27, 1995, it was shared: "UFOs are frequently seen in the sky over our cities and oblasts: some kind of illuminated objects are seen in the form of cigars, ovals, and crosses."

“These celestial phenomena are believed to have a technogenic origin: under the influence of powerful sources of electromagnetic radiation (radio stations, radar, and electric power transmission lines).”

"It is at these places we find UFO activity takes place. According to our map of UFO sightings, these luminous objects appear in the sky over our television centers and industrial sites. To this day, specialists (and scientists) are racking their brains over the riddle: "why do luminescent objects hover over transmitting radio technical facilities and electric power lines?". We can only assume, "they are either replenishing their energy, or they are giving off their own energy here."[dxliii]

Throughout the Unites States in the 1960’s and 1970’s, UFOs were reported being seen over power plants, electrical transformers and high-tension wires. Blackouts were reported as far as Niagara Falls believed to have been caused by UFOs drawing energy from

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the electric generating stations. Congressional meetings were held on the subject; however, nothing could prevent the UFOs from sudden appearance over these industrial sites.

Blackouts caused by UFOs in the Caspian Sea?

From CIA news intercepts, In Azerbaijan, during the week of August 18, 2001, residents of some villages near Baku reported seeing UFOs over the Caspian Sea.

Some villagers reported they had electrical blackouts in the area when the UFOs flew over the Caspian Sea.

According to the information given to the Olaylar News agency by experts at the Azerbaijani National Aerospace Agency, UFOs are believed to have research bases in the Caspian area.

Residents have assured that it is possible to observe the UFOs over Pirsagi, Nardaran, and Servalan villages. Apart from the Caspian area, UFOs are believed to have bases in the Black Sea, the Mediterranean, Iran, Africa, and several American states. An individual from the Azerbaijani National Aerospace Agency's seismology department said the latest UFO event was filmed on amateur video.[dxliv]

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Chapter 15: The CIA confiscates UFO Photographs

UFO photo captured by
Photographer Alan Carr - Manitoba, Canada May 13, 1975

UFO in stationary position

UFO "flying" - film in slow motion

In the 1940s, the human population did not have quantifiable evidence of the existence of UFOs. Whether the stories were of captured UFOs from the 1930s, the Roswell crash in 1947, or personal sightings from commercial airline pilots in the sky, ordinary citizens lacked verifiable evidence.

We now know we lacked most evidence of UFOs, as these encounters were restricted by US and foreign agencies while government leaders struggled to understand the visitors' motives.

Today we have thousands of UFO reports, some in my book 'UFOs in US AirSpace,' that confirm extraterrestrial crafts have been tracked on radar scopes since the 1950s. The case studies reveal that UFOs are visiting top military sites, airbases, and commercial (public) airports worldwide.

Whether we have photographs, movie films, infrared films of UFOs, the radar devices reveal their exact location and, in some cases, the speed at which they travel.

In rare instances, the UFOs will appear and disappear from radar scopes as they jump to incredible speeds. In other instances, the UFOs are seen visually but do not show up on radar. It is unknown if the radar signature is blocked because some advanced technology or the UFO propulsion system is too fast to register on our monitoring devices.

There is plenty of evidence that the CIA, in conjunction with the military, confiscated many UFO files and photographs of alien

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ships.

> **Yet, in a stunning error of omission or intentional lack of transparency, none of the CIA UFO released reports contain photographs of aliens and alien ships.**

Navy tracking a Saucer

On April 24, 1949, five balloon technicians from the Office of Naval Research under Naval officer Charles Moore, Jr., tracked a weather balloon at Arrey, New Mexico. While observing the balloon with the theodolite, an unknown object appeared in the sky near the balloon. It shot off at a speed of 17,000 miles an hour. The altitude of the UFO was 60 miles above the earth. [dxlv]

Air Force track UFO

On September 12, 1951, at 3:04 pm, one of the more sensational stories of tracking a fast UFO occurred at Fort Monmouth, New Jersey. According to Captain Ruppelt's book, “The Report on Unidentified Flying Objects”, a student operator was giving a demonstration to a group of visiting high ranking military officers. In the explanation taken from his book, “the operator was about to demonstrate the automatic tracking. The set is put on a target and follows it without the operator's help.”

The radar set could track objects flying at jet speeds. The operator spotted an object about 12,000 yards southeast of the station, flying low toward the north. He tried to set the device to automatic tracking. He failed, tried again, failed again. He turned to his audience of VIPs, embarrassed. (Note: this object would be located under 7 miles away). The operator then states to the audience:

> **Operator: "It's going too fast for the set,"…."That means going faster than a jet." A lot of very important eyebrows lifted. What flies faster than a jet?"**

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Captain Ruppelt confirms, "The radar technicians at Fort Monmouth had checked the weather-there wasn't the slightest indication of an inversion layer."

Twenty-five minutes later, a T-33 jet trainer pilot, carrying an Air Force major as a passenger and flying at 20,000 feet over Point Pleasant, New Jersey, spotted a dull silver, disk like object far below him. He described it as 30 to 50 feet in diameter and as descending toward Sandy Hook of a mile or so."

At 3:15 pm, they got an excited, almost frantic call from headquarters to pick up a target high and to the north, which was where the first “faster-than-a-jet” object had vanished, and to pick it up in a hurry. They got a fix on it and reported it was traveling at 93,000 feet. They also could see it visually as a silver speck. Then another officer inquired - What flies 18 miles above the earth?

The reports went to various higher-level reporting centers such as Wright Patterson AFB, Washington DC, including the Director of Intelligence. A meeting was conducted by Lt General C.P. Cabell, Lt Colonel Rosengarten, and a representative from Republic Aircraft Corporation (representing US Industrialists and scientists).

According to Ruppelt's book, the meeting did not go well. Officers were concerned that the events unfolding "didn't exactly follow the tone of the official Air Force releases-many of the people weren't convinced that the "hoax, hallucination, and misidentification" answer was quite as positive as the Grudge report and subsequent press releases made out." The meeting ended when one attendee, picking up a copy of the Grudge Report and slamming it back down on the table, stated: "And who released this big report anyway?" [dxlvi]

Man, photographs UFO

On July 31, 1952, Engineer Giampiero Monguzzi of Monza, Milan, Italy were climbing the Bernina mountains when they saw a UFO. The UFO (a saucer) had landed on a glacier. They took photographs of the UFO along with appeared to be its pilot who walked around his craft.[dxlvii]

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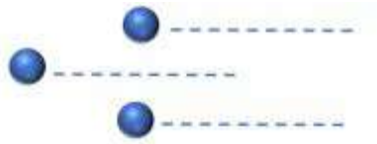
Radar tracks UFO at 2,000 mph

On October 30, 1954, many bluish glowing objects streaked over the Yugoslavian countryside. According to researcher Donald Keyhoe: “The national Meteorological Bureau based in Belgrade tracked a trio of what it said was metallic-like objects with glowing blue tails. The UFOs passed over in a V-formation.



The altitude of the flight was guessed to be about 9,000 feet and the velocity at 2,000 mph. Yugoslavian astronomers rejected a meteor explanation, and the Belgrade government authorities admitted that the situation was "being taken very seriously.”[dxlviii]

Tracking a UFO over New York

Over Buffalo, New York, around 4:00 pm on September 20, 1957, a UFO was tracked on radar. This intrusion of Airspace triggered a White House alert, high-level **CIA**, USAF Intelligence, IAC Watch Committee meetings. F-102's were scrambled from Kinross AFB, Michigan, and Truax AFB, Wisconsin. The official conclusion of this case by Project Blue Book suggested the cause of the UFO was a "radar malfunction."[dxlix]

The report to the Acting Director, Central Intelligence from Herbert Scoville, Jr. is as follows:

“As reported by components of the US Air Defense Command (ADC), an Unidentified Flying Object (UFO) was tracked by US radars on a relatively straight course from the eastern tip of Long Island to the vicinity of Buffalo, New York. The object was reportedly moving westward at an altitude of 50,000 feet at a speed of 2,000 knots. (Note the project Blue Book file stated the average speed over the entire radar tracking was 5,400 knots).”

"Jamming" was reported by several radars in this vicinity and westward as far as Chicago. In a subsequent briefing for

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representatives of the IAC, the US Air Force reported that the original reports had been degraded somewhat by information in that:

1. There was an 11-minute break in the track;
2. Weather conditions in the area were of the type which has in the past produced faults radar tips and electronic interference;
3. B-47 SAC bombers were in the area near Chicago on an ECM training flight.

That ADC has not completed its investigation of this incident, but in any event, it now seems clear that the phenomena reported at Buffalo we're not related to the UFO. (JC Note this was never proven)

"We have no intelligence on Soviet activities (Long-range air, submarine, or merchant shipping operations) which can be related specifically to this reported event."

"We believe it unlikely that a Soviet aircraft could conduct a mission at the speed and altitude and return to Bloc territory. However, that we credit USSR with the capability to have a submarine-launched cruise type missile of low supersonic performance and a range of about 500 nautical miles, but we have no specific evidence of the existence of such a missile."

"We have examined possible Soviet motives for launching a one-way vehicle on an operation over the US, and consider that there would be little motivation at this time, except possibly psychological or retaliatory motive, which we believe is marginal. One-way reconnaissance operations are largely ruled out by the likelihood that the results would be of small value, and the risk of compromise would be very great."

Therefore, we concluded that it is highly improbable that a Soviet operation is responsible for the UFO reports of September 20. Considering the fact that the ADC investigation is incomplete, in that weather phenomena are increasing likely explanations of this original report, we recommend that no IAC meeting be called on the subject at this time.[dl]

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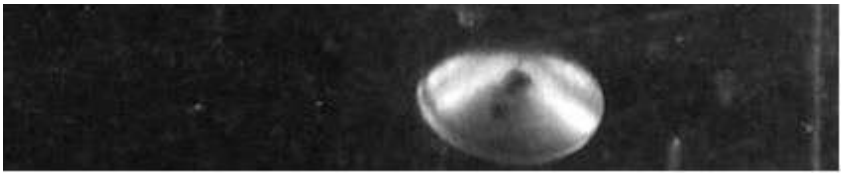
A man takes a photo of the disc.

On March 2, 1960, Edgar Schedelbauer was said to have taken a photograph of a flying saucer in Austria. The saucer was 45 feet from the ground and remained stationary for 10 seconds before taking off. The UFO took off after the photo was taken.

After sending the film to ‘Weiner Montage,' experts reviewing the film in a large print determined the photo to be genuine and not trick photography. He said while taking the photo, "he felt the heat pouring from the strange machine." He also shared, the UFO took off "with rapid acceleration" and disappeared. [dli]



UFO filmed over Costa Rica by Government plane, 1971

57 UFOs tracked on radar

On May 11, 1961, radar picked up a UFO at high altitude over Nevada. A weather observer at Indian Springs was using a Theodolite and noticed a strange object. The radar team at Angels Peak (865th AC&W) was contacted and confirmed they were now tracking 57 separate UFOs on their scopes.

The scopes pin-pointed the UFOs at 75,000 to 100,000 feet in altitude. Angels Peak (865th AC&W) confirmed they took pictures of the objects (with radar and scope). The Air Force file informs us that no High-Altitude operation or balloon was released at McCarran (per FAA).

The photographs taken during the event were sent along with the report for further analysis. Colonel Philip G. Evans, Aerospace Technical Intelligence Center at Wright Patterson, requested analysis and comments on the radar report. Roy L. James, Acting Chief, responded stated: "subject report does not contain enough radar data for analyses to be made."

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The Project Blue Book file 10073 card stated the conclusion for the sighting “was aircraft” and further commented attributed to U-2 type aircraft. [dlii]

Comment**:** The CIA commented on its website that nearly all UFOs in the cold war era could be accounted for by the U-2 spy plane.

In the above UFO case, the fact that an "aircraft" was the cause of this incident conflicts with the fact that Angels Peak (865th AC&W) was tracking and took pictures of “57” UFOs. One aircraft does not give off 57 radar signatures.

The maximum height of the U-2 in the 1960s was 70,000+ feet. If we assume the U-2 can go above 100,000 feet – then we would need 57 U-2’s in the sky over Nevada at the same time to recreate this UFO event.

Therefore, between the number of objects in the sky and the few numbers of U-2s in the CIA arsenal, we would have to reclassify this as an "unidentified" or "unknown" UFO sighting. The CIA solution does not and never will consider the landed ships or those hovering over military bases, airports, chasing police cars, and civilian homes. The CIA has no reasonable solution for these UFO sightings.

Another UFO tracked on radarscopes.

On February 28, 1963, a 100-120-foot diameter disc was tracked on ships radar and sonar at 3:15 am in the Arctic Ocean between Spitzbergen Island and Norway.

The Royal Navy's North Atlantic Fleet, which had participated in exercises off Norway for about three days when the ship's radar picked up the large disc at 35,000 feet.

The disc then descended rapidly down and entered the ocean and was then tracked at 50 feet below the surface at a range of 20,000 yards. The underwater object (UFO / USO) was also tracked by other ships, and the order was issued for the fleet to execute an evasive "Z" pattern maneuver.

Fighter interceptors were launched, and the bleeps of two jet aircraft were on the radar scope racing from the southwest toward the

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unidentified target.

When the jets came within about 10 to 15 miles of the unknown, the UFO suddenly performed a steep angular descent at incredible speed, crossing all three radar screens as it descended and passing completely below the radar horizon (750 to 1,000 feet [in] height) --all within about two or three seconds! The object's path crossed the ship's bow from port to starboard.

As the target descended, the two sonar operators aimed their pulses in the general direction of the dropping object. Almost immediately (in a matter of seconds) following the loss of radar contact, both sonar operators received audible "pings," indicating a strong echo from a fast-moving submerged target at a range of probably 20,000 yards (roughly 10 miles).

The target's speed was considerably reduced, "down to hundreds of miles per hour" but "still moving damn fast," remarked Preston, and it was now moving along a zigzag path away from the ship.

Sonar first picked up the target at its upward horizon, perhaps 50 feet below the ocean surface, and continued to register an echo from the object as it dropped rapidly into deep water. (The witness claims that the depth in this area should have been "no more than 2,000 feet.")

Sonar contact with the unidentified object suddenly ceased after an indeterminate period of no more than two or three minutes. The abrupt cessation of the echo might have simply indicated that the object dropped behind a rise in the uneven sea bottom.[dliii]

UFOs picked up on radarscopes.

In Maryland on December 19, 1964, between 3:15 and 3:30 pm, US Naval radar equipment at Patuxent Naval Air Station picked up three separate UFO events. The first UFO sighting captured two flying objects 10 miles apart.

The second UFO sighting picked up a UFO 39 miles south east of the Patuxent Naval Air Station, traveling towards the base and

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an estimated speed of 6,000 mph. The UFO was lost from the radar screen 10 miles out from Patuxent.

The third UFO sighting on the radar screen was 8 miles northeast of Patuxent. In this case, the UFO executed a 160° degree turn and dropped off the screen.

On the same day, an FAA station at Salisbury, Maryland, confirmed picking up messages from the US Coast Guard reporting UFO sightings. Based on radar data, the altitude of the UFOs ranged between 3,000 feet to 25,000 feet.[dliv]

The US Navy allowed the radar operator to file a report with the UFO organization NICAP. Donald E. Keyhoe (USMC), Director of National Investigations Committee on Aerial Phenomena, shared:

"The 160-degree turn was a fantastic maneuver at such a high speed. The radar was checked, found to be working correctly. All three CTOs agreed the UFOs were real solid objects. No malfunction or interference could cause such a large, clear blip. Their elliptical shape indicated the UFOs were oval-shaped, and their speeds proved them far superior to our fastest aircraft. They could not be missiles; only some revolutionary type of machine could make such a violent turn and fly in our dense atmosphere without burning up. Ignoring these expert opinions, the Air Force publicly blamed the UFO tracking on some faulty radar or poorly trained Navy operators." [dlv]

Policeman photographs UFO / UAP
Electromagnetic effects

In Denmark on August 18, 1970, a policeman photographed a UFO after the object interfered with his patrol car's function. Denmark's ‘Porsgrunns Dagblad’ for August 15 stated that technicians were examining a film strip exposed by Policeman Ewald Mourup on the evening of the 13th. Policeman Ewald Mourup shared the following:

The Story

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"I was driving in a radio-patrol car on the road to Sillerup, seven kilometers northeast, of Haderslev. The time was about 10:50 pm when I drove down a hillside the engine stopped completely for no reason, and the lights went out."

"I braked the car and drove off the road. Then the car was enveloped in a cone of light, and it became very warm inside. I tried to call the police station on the radio, which would not function, so I switched the release on the automatic camera in the car. While taking the photos, the light cone disappeared vertically up into the air. It did not disappear immediately, but seemed as though it was pulled upwards."

"The three photos taken by the automatic camera showed completely black except for a small dot of light. Mourup said the lights of the car came back on after the light in the sky had disappeared, and when he got out of the car, he saw nothing unusual."

"Mourup claimed that another car came upon the scene shortly after the light left, but he hesitated to stop it and asked the driver if he had observed the phenomenon for fear that the man would think he was drunk. He admitted that he had laughed at people who had claimed to have seen UFOs in the past." The film was delivered to the Strydstrup Air Station, where the Danish Air Force undertook an investigation of the case.[dlvi]

Television crew photographs Sphere

On October 26, 1971, a film crew was taking movies of the farm community of Estone, England, when a UFO appeared near their location.

The film was later shared with over 8 million viewers on the Associate Television News Program. The British Ministry of Defense is now holding the film. During the filming of the documentary, a glowing sphere appeared and came to toward the group of filmmakers. It stopped and hovered for 15 seconds. During this time, the film crew grabbed his camera, and the sphere turned from white to an orange glow.

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The camera began to roll as the UFO was taking off at a fast speed, which it then took a 90-degree turn and speeded up.[dlvii]

French Concorde Astrophysicist sees a UFO.

In June 1973, passengers aboard a Concorde jet plane were unaware they flew past a UFO over Africa. The passengers were on the Concorde to take pictures of the solar eclipse for documentation.

CNRS newsmen were shooting pictures of the moon's shadow on the earth when they unexpectantly pick up the image of a UFO. The newsmen did not know they captured the image until after the film was processed and reviewed by scientists.

One astrophysicist, Serge Kautchmy (at the National Center for Space Studies), said it was an unidentified flying object. His colleague Claude Poher agreed.

The enlarged prints showed the UFO was at 50,000 feet, and it had a diameter of 660 feet. The photos were shown on National television to a public audience.[dlviii]

US Army tracks UFO near ICBM rocket.

In August 1976, ICBM tests Pacific radar groups at Kwajalein and Meck Islands tracked a UFO near the nose cone as it fell towards earth. The US Army, in conjunction with Vandenberg Air Force Base, tracked the missile launch and trajectory and picked up a second object that was not supposed to be near the ICBM.

The UFO was said to cross the warhead's trajectory. The statement came from the ‘Province’ newspaper in Vancouver, BC. According to the paper article: "Experts at a missile base here (Huntsville, Alabama) say they are puzzled about strange "ghost ships" picked up by a powerful radar scanner in the Pacific during a tracking exercise."

The Base spokesman, Major Dallas van Hoose, would not say what they found but did say, "some unexplained aerial phenomenon were observed." The article continued by saying scientists have been unable to find an explanation for the ghost ships. “They mentioned

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that last August, when an ICBM was launched from Vandenberg Air Force Base, the incident occurred when the nose cone reentered the atmosphere at 22,000 feet a second. Around 400,000 feet, the radar picked up the UFO." [dlix]

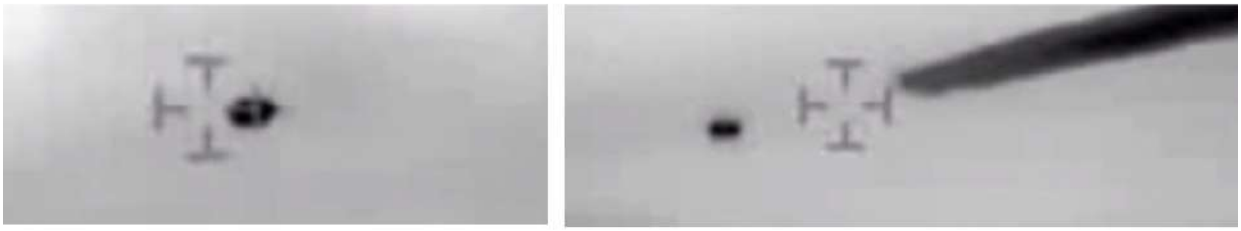
F-16s track UFOs on radar

In 1990, it was reported that two F-16's tracked a UFO with their onboard radar sets over Belgium. According to the Belgian Air Force, Colonel Wilfried de Brouwer said the UFO dived from 10,000 to 4,000 feet in two seconds. At the same time, it increased its speed from 600 to 1,100 mph. The Colonel admitted the UFO exceeded the limits of conventional aviation.

During the Disclosure Project, Colonel Wilfried de Brouwer mentioned US officials visited his office to obtain copies of materials (reports and photographs) of the UFO sightings in Belgium. Colonel Wilfried de Brouwer required an official request be provided to his office and he would be glad to share the information. The members of the United States decided to leave without providing written proof for such request. It appears the US officials did not want a paper trail of who was looking for such material.

Chilean Navy spot UFO

UFO photo captured by
Chilean Military Helicopter Crew - November 2014



UFO in stationary position **UFO "flying" - emitted short smoke cloud**

In November 2014, a Chilean military helicopter captured the incredible footage of a UFO during a routine coastal patrol.

The craft – spotted in broad daylight – was filmed using the chopper's infrared camera.

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The “UFO” can be seen hovering in the clouds before appearing to give off some sort of gas as it moves along.

The pilots tracked the craft from around 40 miles away and tried several times to communicate with it. After receiving no response, they reported it to a pair of nearby radar stations.

But shockingly, neither of them could see it on their screens – despite being able to detect the navy choppers.

According to the ‘Huffington Post’, air traffic controllers also confirmed that no aircraft had been authorized to fly in the area where the craft was sighted.

Chilean government agency the CEFAA, which investigates UFO sightings, has been probing the incident for two years.

But after examining the footage and quizzing the pilots, air traffic controllers, and radar operators, CEFAA are still stumped as to what the object is.

General Ricardo Bermúdez, Director of CEFAA during the investigation, said: “We do not know what it was, but we do know what it was not.”

Speaking after interviewing the airmen, Bermúdez added: "I was very impressed by these witnesses. "They were highly trained professionals with many years' experience, and they were certain that they could not explain what they saw." The film was released to the public in January 2017.[dlx]

Aviation Technicians film UFOs

On January 29, 2004, two Mexican aviation technicians claimed having recorded eight unidentified flying objects (UFOs) with a camcorder as the objects flew over the capital city.

Aviation and photography technicians Alfonso Salazar and Salvador Guerrero told the press that they saw the mysterious objects as the UFOs flew over Mexico City's International Airport (AICM).

Salazar and Guerrero said that they managed to film the event from the terminal's hangar area using their camcorder. The

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technicians explained that the events occurred on three separate occasions, involving a difference of three hours and 15 minutes.

The first event, recorded at 13:20 local time, involved six flying objects that formed an inverted "J" shape. Subsequently, at 22:00 GMT, they claimed having seen a tubular shape, and at 22:55 GMT, they recorded a spherical UFO.

"We were in the hangar area and suddenly saw the first six UFOs in the sky, and we recorded until the last one appeared. The speed they used to disappear was immediate, and more or less, all of them were at an altitude of 12,000 feet.

Air traffic controllers and other pilots consulted by AFP at the airport stated that on certain occasions, "unidentified flying objects are seen in the sky" and that these cannot be picked up by radar.[dlxi]

UFO fleet (over 50 UFOs) captured by Civilian January 2005 - Released by Mexican Government

The US Navy tracks UFO

In 2004, two F-18 pilots from the US Navy off San Diego California. The infrared gun camera film revealing the UFO was released to the public from the Pentagon. The pilots were interviewed on national television on the aerial encounter. These interviews are now available on YouTube.

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Chapter 16: Government UFO Study Groups and CIA Cover Up

UFO filmed June 16, 1963 Albuquerque, New Mexico

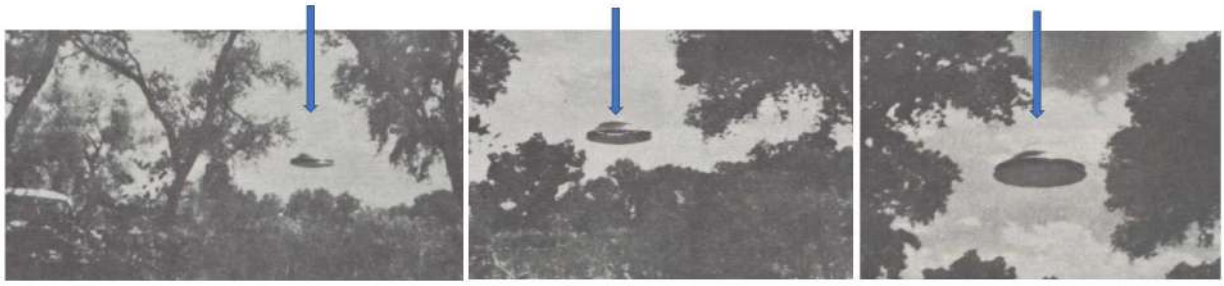

Photo by Mr. A.A. Villa, Jr., Saucer News, January 1965

Czechoslovakia Establishes UFO Institute

February 22, 1969, Dallas Morning News, Dallas, Texas

Ever since UFOs entered our skies, military leaders and government agencies worldwide, wanted to learn the motives of the aerial intruders.

Nations protecting their interests, established government-sanctioned UFO study groups. We also acknowledge private citizens established their study groups when government agencies failed to provide the truth of such aerial encounters.

In almost all circumstances regarding these UFO studies, the CIA, in a lack of transparency, has failed to release the contents [case studies] of UFO studies by scientists, military experts, and other agencies involving UFOs and aliens.

Russian Leader Joseph Stalin ordered the UFO study.

The following statement came from the Russian newspaper ‘Pravda’ and was not in the recent released CIA documents.

In 2002 it was revealed by Pravda that Joseph Stalin, leader of the Soviet Union, was obsessed with UFOs and, taking the advice of Russian scientists, organized special investigations to study the Phenomena. As a result, several programs to study UFOs were

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launched in the USSR. Until the end of the 1990s, seven research institutes and about ten secret military departments of the [former] Soviet defense ministry studied UFO phenomena. The findings of these studies have not been released to the Russian public. [dlxii]

General Nathan Twining to General George F. Schulgen
UFOs are real

On September 23, 1947, General Nathan F. Twining informed Brigadier General George F. Schulgen that the flying discs are real ships. At the time of this memo, Brig. General George F. Schulgen was the Chief of the Requirements Intelligence Branch of US Army Air Corps Intelligence.

General Twining states that: "after studies and conferences on "flying discs" by the various lab and engineering divisions at Wright Field, Dayton (Ohio) that these objects are concluded as being "real."

The General Nation F. Twining letter contained the following facts:

1. The phenomenon is something real and not visionary or fictitious.
2. There are objects probably approximating the shape of a disc, of such appreciable size as to appear to be as large as man-made aircraft.
3. There is a possibility that some of the incidents may be caused by natural phenomena, such as meteors.
4. The reported operating characteristics such as extreme rates of climb, maneuverability (particularly in roll), and motion, which must be considered evasive when sighted or contacted by friendly aircraft and radar, lend belief to the possibility that some of the objects are controlled either manually, automatically or remotely.

The objects are described as having:

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1. Metallic or light reflecting surfaces.
2. Absence of an exhaust trail, except in a few instances where the object was operating under high-performance conditions.
3. Circular or elliptical, flat on the bottom and domed on top.
4. Several reports of well-kept formation flights varying from three to nine objects.
5. Normally no associated sound, except in three instances, a substantial rumbling roar was noted.
6. Level flight speeds normally above 300 knots are estimated. [dlxiii]

USAF Base report concludes UFOs are Interplanetary

Topic Secret	
From: MacDill Air Force Base	To: Strategic Air Command Headquarters
RE: Report on Unidentified Flying Objects	
Final Evaluation: UFOs are Interplanetary	

In 1952, MacDill Air Force Base completed their own UFO study and concluded: "Flying Saucers are Interplanetary." This evaluation of "flying saucers" was sent to Strategic Air Command Headquarters from MacDill Air Force Base.

NICAP received the lead from former information Specialist Don Widener, one of the Air Force men concurring in this opinion. The spaceship conclusion was based on numerous Air Force sighting reports, especially those in the MacDill area. The MacDill UFO project officer, an AF intelligence captain with whom Widener served, wrote the report. As a member of the project, Widener had access to official AF sighting reports, some of which have never been released. The

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statement provided was the following: "Captain (name redacted) and I drafted a report to SAC Headquarters," Widener has told NICAP.

"It stated that in our opinion, the unknown objects were of extraterrestrial origin." He further stated to NICAP, "I imagine that his report is still gathering dust!" The preceding UFO Investigator bulletin listed one case evaluated by the MacDill project. It described the MacDill radar tracking of a UFO at 40,000 feet and visual reports by a B-29 bomber crew ordered to chase it. The UFO, a glowing oval-shaped device, reversed course and raced off. The sighting was never explained. [dlxiv]

US Navy wants UFO information released.

We now know, through analysis on many UFO case files, the US Navy has the photographic evidence of UFOs and that the US Navy wanted to inform the public.

The Tremonton UFO Case: Two months later, on July 2, 1952, Warrant Officer Delbert C. Newhouse was driving to a newly assigned station with his wife. While near Tremonton, Utah, the couple witnessed twelve to fourteen flying objects in the sky maneuvering at high speed. Newhouse, a veteran Naval Aviation photographer, described them later as unlike any aircraft he had ever seen, comparing them with "pans inverted on other pans – typical discs."

Stopping his car and grabbing his Bell & Howell movie camera with a three-inch telephoto lens, Newhouse shot about forty feet of film before the UFOs flew out of sight." This UFO film was later turned over for evaluation by experts.[dlxv]

Donald Keyhoe: "Navy Secretary Kimball ordered the Tremonton movie film to be evaluated at the Naval Photo-Interpretation Laboratory (the Photo Labs) near Washington. From the first analysis, it seemed certain that genuine UFOs had been photographed." [dlxvi]

Donald Keyhoe: "The Air Force got wind of the fact that the Navy was evaluating the film and was genuinely concerned of the ultimate conclusion. The Air Force then contacted the Navy labs and demanded the film be sent to them. Donald Keyhoe, in his book,

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states: "Contacting the head of the photo laboratory, the Air Force quoted the UFO jurisdiction order and told him to deliver the film immediately for Air Force analysis. When the demand was relayed to Secretary Kimball, he ordered the Navy experts to continue analyzing the original film, and send the Air Force only a copy." [dlxvii]

Donald Keyhoe: "Continuing on their orders, the Naval Photographic lab technicians spent three months (over 600 working hours) evaluating the color film. After thorough tests, they agreed it was impossible to duplicate the maneuvering UFOs under simulated conditions. In their final analysis: "the Navy technicians ruled out conventional objects such as Aircraft, Balloons, and Birds." According to Major Donald E. Keyhoe, the Naval experts agreed on the only possible conclusion: "unknown objects under intelligent control." [dlxviii]

Navy Photography experts reviewing the film frame by frame shared the following facts:

1. “The objects appeared to be a light source rather than having sun reflect off their surfaces”;
2. “All the objects appear the same size and circular in shape”;
3. "The general color of the objects is a bluish-white";
4. “The velocity of the objects traveling in the air depends on the distance at 2.5 miles the objects traveled around 325 miles an hour, while at a distance of 5.0 miles the objects traveled at 650 miles per hour”;
5. “The objects moved in an elliptical or circular fashion within the group”;
6. “In one case an object “reversed course” without the appearance of turning”;
7. “The objects appeared 1/10th to 1/6th the size of the moon.”

The photo analysis ruled out atmospheric disturbances, meteors, planes, missiles, and balloons. The Navy (Photo Labs) and later Air Force (ATIC) believed:

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> **the objects were genuinely unidentified and under their own power. An official evaluation and conclusion were made: "the flying devices at Tremonton were aerial objects of unknown origin and had a separate power source."**

This significant case and the Navy's extensive evaluation of these unknown aerial objects (UAOs) would later become a thorn in the CIA's attempt to cover-up the UFO reality.

Donald Keyhoe: "In the fall of 1952 the Navy evaluation was delivered to the Air Force. Though the censors (e.g., CIA) had expected the conclusion, they were dismayed by the Navy's technical backup. So far, their analysts (e.g., Air Force) had been stumped in their efforts to debunk the Utah film. Now the Navy experts had made it impossible. There was not a single loophole – except for an obvious and dangerous lie." [dlxix]

Donald Keyhoe: "though neither the Air Force nor Navy knew it, the **CIA** was solidly behind the cover-up. When it learned of the Navy's investigation and the Utah film conclusion, it decided that Kimball had to be stopped." From all indications, Secretary Kimball wanted to go public and let the American people know the truth. The CIA considered another option, avoid him and try to convince President Truman that Kimball should be silenced." [dlxx]

Keyhoe tells us how politics would play a key role in whether the information would get out to the public or not. In this book, 'Aliens from Space,' he states: "even though the Presidency was looking like it would go to Eisenhower, the CIA was concerned with Admiral Bolster releasing the Navy information. To stop the threat, the CIA arranged a meeting of scientists and Air Force representatives at the Pentagon for a confidential analysis of the UFO evidence. Supposedly, this was to be a careful, objective examination of the best-verified reports." [dlxxi]

Covertly it appears the CIA was finding ways to discredit the Naval report and advocates for the release of the information to the public. Sadly, we learn it was the US Navy that wanted the American

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people to know the truth. Other agencies did not want the public to see the truth – they wanted to bury the matter.

Additional notes on the Newhouse UFO case: Major Fournet also brought in the Navy Lab in Anacostia to review the film along with Pilots. The results were:

The Air Force pilots said:
"No plane could do what the UFOs were doing."

The Air Force scientists at Wright field said:
"We gave up, we don't know what they are, but they aren't airplanes or balloons, and we don't think they are birds."

The Navy said:
"The UFOs are intelligently controlled vehicles, and they weren't planes or birds." [dlxxii]

As mentioned, the Navy conducted over 600 hours of analysis on the film. The findings led to substantial evidence that proved these were, in fact, "unknown objects under intelligent control."

Keyhoe reminds us the **CIA** kept up its effort to keep the findings secret from the public. [dlxxiii]

In January (12-14th) 1953, the CIA led a panel of CIA officials with a plan to debunk all UFO evidence for the public.

The consensus was the **CIA** "doesn't want to prepare the public." It was then Al Chop, who informed Major Keyhoe, the Pentagon ordered a "national debunking campaign, planting articles in magazines and arranging broadcasts to make UFO reports sound like poppycock." [dlxxiv]

As a follow-up, Major Keyhoe pointed out that Dr. Robert M.L. Baker, Jr., a research scientist for NASA, Navy, and Air Force projects, had reviewed both the Utah and Montana films at the request of the Air Force. After eighteen months of scientific analysis, the consensus was:

Dr. Robert Baker said:

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> “the objects were not birds or reflections from aircraft, as the Air Force first suggested.”

The report turned into Major General H.E. Watson, head of Air Technical Intelligence, was disregarded, and the previous Air Force answers to the film footage were not retracted. [dlxxv]

There appeared to be an **FBI** memo dated October 27, 1952, stating the Newhouse film was "extremely credible." [dlxxvi]

UFO Fragment studied by Canada

In July 1952, a fleet of twelve UFOs appeared in the skies over Washington DC. F-86 jet fighter jets were launched from Delaware and other nearby bases to converge on the unidentified flying discs. With orders to engage the alien ships, the F-86 fired its machine guns on the craft at 1,000 yards.

As the bullets hit the UFO, the saucer suddenly executed a vertical pull up maneuver and shot into the sky and disappeared in seconds.

Captain Ruppelt (USAF) of Project Blue Book confirmed the dog fight between the F-86 jets and UFO and that during the machine gun firing on the UFO, a piece of the craft fell to the ground.

US Army soldiers were dispatch to the Virginia countryside and found the broken piece lying in a farmer’s field. The fragment was later turned over to scientists of the Canadian government for analysis. Wilbert Smith, an authority on the analysis project, shared once the project was completed, that piece was sent back to the United States.

When asked if the material was sent to the Central Intelligence Agency, Wilbert Smith sidestepped the question but said it went into the hands of a highly classified group.[dlxxvii]

According to Wilbert Smith: "A glowing chunk flew off, and the pilot saw it glowing all the way to the ground. He radioed his report, and a ground party hurried to the scene. The thing was still glowing when they found it an hour later. The entire piece weighed about a pound. The segment that was loaned to me was about one-third of

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that. It had been sawed off. There was iron rust - the thing was, in reality, a matrix of magnesium orthosilicate. The matrix had great numbers - of 15-micron spheres scattered through it.[dlxxviii]

The CIA Director urges to form a UFO study group.

On July 24, 1952, Walter B. Smith, Director of the **CIA**, urges the National Security Council's executive secretary to study UFOs. The memorandum states:

The Central intelligence agency has reviewed the current situation concerning unidentified flying objects, which have caused extensive speculation in the press and have been the subject of concern to government organizations.

Within the limitations of manpower, the Air Force, which could be devoted to the subject, has thus far carried the full responsibility for investigating and analyzing individual reports of (UFO) sightings.

Since 1947, approximately 2,000 official reports of sightings have been received, and, of these, about 20% are as yet unexplained.

It is my view of this situation has possible implications for our National Security, which transcends the interest of a single service.

That a broader coordinated effort should be initialized to develop a firm scientific understanding of the several phenomena involved in these reports and assure ourselves that the incidents will not hamper our present efforts in the Cold War or confuse our early warning system in case of an attack.

Therefore, I recommend that this agency and the Department of Defense be directed to formulate and carry out a program of intelligence and research activities required to solve / the problem of instant positive identification of unidentified flying objects. A draft of an appropriate directive is attached. Signed Walter B. Smith, Director. [dlxxix]

President Truman

On July 28, 1952, President Truman asked General Walter Bedell Smith (**CIA**) to establish a program at the agency to work on

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the UFO problem during a National Security Council meeting.

The "special study group" was established and located in the CIA's Physics and Electronics division of the Office of Scientific Intelligence (OSI). It has been confirmed that Frederick C. Durant III, a specialist in chemistry and rocketry began gathering information at the Pentagon on the UFO incursions.[dlxxx]

The first meeting of the CIA UFO Study Group

In a declassified file dated August 14, 1952, the **CIA study group** shared: "During the past weeks, with the phenomenal increase in the number of flying saucers reports, there have been a tremendous stimulation of both public and official interest in the subject. Request for information has poured in to the Air Force, including an official query from the White House.

At this point, OSI felt that it would be timely to evaluate the Air Force study, its methodology, and coverage, the relation of its conclusions to various theories that have been propounded, and try to reach some conclusion as to the intelligence implications of the problem – if any.

Because of the wide interest within the agency, this briefing has been arranged so that we could report on the survey. It must be mentioned that outside knowledge of Agency interest in flying saucers carries a risk of making a problem even more serious in the public mind than it already is, which we and the Air Force agree must be avoided."[dlxxxi]

Interplanetary ships

The CIA / OSI UFO study group concluded that flying saucers were not made by US and Russian military or engineering firms. It was at that point the study group examined the extraterrestrial hypothesis.

Findings: "Even though we might admit intelligent life may exist elsewhere and that space travel is possible, there is no shred of evidence to support this theory at present. There have been no

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astronomical observations in confirmation – no slightest indication of the orbiting, which would probably be necessary – and no tracking.

However, it might be noted that US Navy Commander McLaughlin (of the White Sands report), a number of the General Mills Balloon people, and many others are reported to be convinced of this theory."[dlxxxii]

Over the years, it has now been proven that early tracking, astrological observations, and tracking of these objects were made before 1952. For security reasons, the CIA was informed to avoid making direct conclusions on UFOs but allowed to direct the findings of other government studies. It has also become quite apparent; the CIA did not have all UFO case data in which to make any final judgement of the phenomena for the American populace.

Just a few examples of these early detection of UFOs

UFOs discovered orbiting Earth

Year	**Tracking UFOs in Orbit**
1947	August 1947 Watson Laboratories discovered two discs at 200 miles above the earth
1952	June – July 1952 – US Radar tracked motherships at 90 miles and 150 miles above the earth over Washington, DC.
1953	CIA informed by US Air Force powerful radar tracking system in New Mexico that on 13 occasions detected huge UFOs orbiting the earth. The UFOs were at 100 to 500 miles above the earth. [dlxxxiii]

UFOs observed by Astronomers

Year	**Astronomical Observations / Theodolite**
1783	August 18, 1783, Tiberius Cavallo, Italy, observes UFO

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	come down and go back up into the sky.
1947	July 3, 1947, Harborside, Maine
1948	October 29, 1948 – Neubiberg, Germany November 1948 – Skagen, Jutland
1949	August 10, 1949 – Dr. Clyde Tombaugh, New Mexico, Cigar-shaped UFO over home seen by several scientists
1950	August 21, 1950 – Echterdingen Air Base
1952	June 8, 1952 – Calgary, Canada August 25, 1952 – Delaware Observatory, Dr. J. Allen Hynek; September 6, 1952 – South African Meteorologists spot UFO via Theodolite at 6,500 meters

UFOs tracked by Radar

Year	**Tracking UFOs by Radar**
1950	November 3, 1950, England, 256th Heavy Anti-Aircraft Regiment tracked UFO
1951	February 15, 1951, US Navy, Korea March 9, 1951 - Commander Fleet Air Wing 6 (3,000 mph) September 10, 1951, Fort Monmouth, New Jersey
1952	February 2, 1952, USS Philippine Sea (Aircraft Carrier) April 4. 1952 - 147th AC&W Squadron (2,500 mph) June 3, 1952 – Chicago Illinois - 755th AC&W Squadron July 13, 1952 -674th AC&W squadron at Osceola, Wisconsin (12,000 to 20,000 knots), December 6, 1952 – B-29 Crew (9,000 mph)
1953	1953, RAF Bawburgh, England (1,300 mph); January 23, 1953, Bergstrom Air Base Radar (two discs); December 3, 1953, Hollman Air Base Radar (four discs)

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CIA memo on UFOs

This next UFO case came from the files of the CIA. It confirms that the CIA was aware of the intrusion of UFOs in US AirSpace.

Central Intelligence Agency
MEMORANDUM FOR: The Director of Central Intelligence
FROM: Deputy Director (Intelligence)
SUBJECT: Unidentified Flying Objects
REFERENCE: Request of the Director of December 10, 1952

The following is a summary of the current situation concerning the investigation of unidentified flying objects. Recent incidents include:

1. Movies of ten (10) unidentified flying objects (unexplained on the basis of natural phenomena or known types of aircraft) near Tremonton, Utah, on July 2, 1952.

2. A very brilliant unidentified light over Maine's coast for about four hours on the night of October 10 at a height computed to be two or three times sustained by any known device.

3. Alleged contact with a device on the ground in Florida late this summer left some presently unexplained after-effects.

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4. Numerous other sightings of lights or objects either in configuration or performance do not assemble any known aerial vehicle or explainable natural phenomenon.

In furtherance of the IAC action on December 4, OCI has been working with Dr. H. P. Robertson, consultant (former director of research), to establish a panel of top scientists and engineers in the fields of metaphysics, nuclear energy, electronics, etc. To review this situation. Wholehearted cooperation has been secured by DI/USAF and ATIC and by AD/SI (Scientific Intelligence).

Doctor Robertson and Mr. Durant of SI to ATIC is planned for Friday. It is hoped to organize the panel and undertake a scientific review of the subject within the next two to three weeks.[dlxxxiv]

H. Marshall Chadwell
Assistant Director
Scientific Intelligence

The CIA fears the truth being revealed to the public, Initiates “The Robertson Panel”

According to USMC Donald Keyhoe's research, in 1953, the CIA needed to find a way to debunk the reality of UFOs. It decided to establish a panel of scientists where it could control the outcome of the situation. The ultimate goal would be to discredit all scientists and officers that wanted to bring the truth to the American public. The CIA describes the formation and purpose of the Robertson Panel on its website.

“In January 1953, Chadwell and H. P. Robertson, a noted physicist from the California Institute of Technology, put together a distinguished panel of nonmilitary scientists to study the UFO issue. It included Robertson as chairman; Samuel A. Goudsmit, a nuclear physicist from the Brookhaven National Laboratories; Luis Alvarez, a high-energy physicist; Thornton Page, the deputy director of the Johns Hopkins Operations Research Office and an expert on radar and electronics; and Lloyd Berkner, a director of the Brookhaven National Laboratories and a specialist in geophysics.” [dlxxxv]

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"The charge to the panel was to review the available evidence on UFOs and to consider the possible dangers of the phenomena to US National Security. The panel met from January 14-17, 1953. It reviewed US Air Force data on UFO case histories and, after spending 12 hours studying the phenomena, declared that reasonable explanations could be suggested for most, if not all, sightings."[dlxxxvi]

Except for Thornton Page, Keyhoe shares: "the CIA selected scientists who were known, skeptics. Most of them had no real knowledge of UFOs, and they considered the subject nonsense. Since the CIA agents would have full authority, they could limit and offset the evidence, steering the scientists toward a completely negative verdict. The agency head had little doubt of the outcome." [dlxxxvii]

"Most of the US Air Force group was opposed to the cover-up, at least privately. Deliberately or not, they were led to believe that the CIA was worried about the growing censorship hazards. Completely unaware of the true CIA stand, they expected to present irrefutable proof of UFO reality and then join the agents and the scientist in discussing a plan to end the debunking."[dlxxxviii]

In addition to well-respected scientists, the Robertson conference included a general from Wright Patterson Air Force Base, Colonels Williams A. Adams and Wesley S. Smith of the Directorate of Intelligence Major Dewey Fournet, Headquarter Intelligence Monitor of the UFO Project, Captain Edward J. Ruppelt, and other project officers, as well as Albert M. Chop, HQ press official handling UFO information.

Researching the case files today, we know Major Dewey Fournet, Captain Edward J. Ruppelt, and Al Chop knew of the UFO reality and wanted the public to know the truth. Major Keyhoe tells us: "unexpected by the CIA, Major Fournet and several headquarter officers had secretly worked up a plan to give the public the facts." This was six weeks before the CIA conference was arranged. [dlxxxix]

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US Air Force Officers agree with the US Navy, “Tell the Public the Truth about UFOs”

Keyhoe explains that the: "US Air Force officers planned on holding a special press conference, with no previous announcement, which would alert the opposition (e.g., CIA). They intended to get the truth to the American Public." [dxc]

"However, their efforts were in vain; the CIA's leadership over the Robertson panel influenced the outcome of the scientists and Air Force members on the panel. The term "UFO" would be stripped of its influence from further cases." Major Keyhoe tells us an Air Force Colonel attending the meeting told him the following facts:

"The CIA doesn't want to prepare the public – they're trying to bury the subject. These agents ran the whole show, and the scientists followed their lead.”

“They throughout the “Utah (UFO) film”–said the Navy analysts were incompetent. We had over a hundred of the strongest verified reports. The agents bypassed the best ones.”

"The scientists saw just fifteen (UFO) cases, and the CIA men tried to pick holes in them. Fournet had (UFO) sightings by top military and airline pilots – even scientists. The agents made it seem as if the witnesses were dopes, so the scientists brushed off the whole Fournet report – said it didn't have the slightest evidence of interplanetary spaceships. Ed Ruppelt had a program for a special tracking system, and they threw that out."

“I know those CIA were following orders, but once or twice I almost blew up." [dxci]

As far as Americans are concerned, we came very near knowing the truth. The Navy had physical proof in the form of photographic and film evidence of these objects in flight. The Air Force also had reports from other vital witnesses that these objects have been seen hovering over sensitive military installations and near secret atomic weapons sites.

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We can finally share the truth that many military officers in the US Navy and US Air Force wanted the American public to know that UFOs are real and begin to form an education process on the subject matter.

What killed the goose was advising President Truman, suggesting it was a good idea to keep it a secret. Whether it was a Presidential order or CIA initiative, someone at the government's highest levels wanted this evidence to remain classified "top secret."

US Navy UFO evidence scuttled by CIA,
Tremonton film proves UFO reality:

The CIA did not know how to remain detached with an explosive UFO case like Tremonton. On the CIA website it shared the following facts regarding the Robertson Panel case review:

"For example, after reviewing motion-picture film taken of a UFO sighting near Tremonton, Utah, on July 2, 1952, and one near Great Falls, Montana, on August 15, 1950, the panel concluded that the images on the Tremonton film were caused by sunlight reflecting off seagulls and that the images at Great Falls were sunlight reflecting off the surface of two Air Force interceptors." [dxcii]

Having seen both films (Utah and Montana), the objects are identical in shape, color, and size. In the final conclusion, it would be the Robertson Panel committee members denying 85% of the evidence to rule that UFOs were non-existent.

The dichotomy here was the US Navy invested over 600 hours in studying the photographic evidence. Simultaneously, the CIA's Robertson Panel spent a few hours in a total of three (3) days to arrive at a different conclusion. Which group performed the proper analysis of the evidence, and who was telling the truth? Answer: The US Navy.

The table below shows the length of time to study the matter of UFOs and put forth their “scientific” findings.

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U.S. NAVY LABS (ANACOSTIA) - Findings	CIA- THE ROBERTSON PANEL Findings
Film analysis conducted by the U.S. Naval Photographic Lab - Anascostia, Washington, DC	Film analysis conducted by the Robertson Panel - CIA advisors, Scientists and Air Force (skeptics)
Number of hours Invested in Analysis = 600 hours	Number of hours Invested in Analysis = 24 hours (3 days)
UFOs were not: Birds, Planes, Balloons, Meteors or Atmospheric disturbances.	UFOs were not: UFOs, but U.S. Air Force officers disagreed.
Official Conclusion: The objects are UAO's (Unknown Aerial Objects) under "Intelligent Control."	Official Conclusion: The Utah film revealed: "Birds with reflected sunlight", The Montana film revealed: "Jet Interceptors".

From all evidence today, it appears that Navy Secretary Kimball, U.S. Navy scientists, and top US Air Force officials wanted the truth shared with the American public. In looking at the films today on YouTube, we can see the objects are not birds, not meteors, not balloons, and not planes. They appear to be white "spheres." We learn from this that our own CIA, under President Truman, had intentions of or was ordered to keep the American public in the dark.

“UFOs – No Threat to National Security”

From January 14-18, 1953, several high-ranking military and government agency personnel met to discuss the UFO situation. "Topics on Wednesday morning included the O/SI concern over potential dangers to National Security related to the sightings."

“The Tremonton, Utah and Great Falls, Montana UFO films was shown. Wednesday afternoon included the USN photo analysis of the above films by the Photo Interpretation Laboratory in Anacostia.”

“These meetings included Dr. J. Allen Hynek, Captain Ruppelt, CIA Personnel, Mr. Dewey J. Fournet, Captain Harry B. Smith. On

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Thursday, Brigadier General William M. Garland attended and suggested declassifying as many reports as possible." For some reason, his suggestion on declassification of UFO reports fell on deaf ears.

They are UFOs

“On Friday, Mr. Fournet gave his briefing on the UFOs and his 15-month experience in Washington (DC). According to another source, Mr. Fournet submitted for consideration a group study concluding that”: "UFOs were intelligently controlled."

According to this source, “Captain Ruppelt admitted the study was "really hot" as it was read in the Intelligence community and that officers at Command found the study convincing.”

“In closing, the report was so sensational those at the highest level refused to endorse it.”

According to experts, the UFO cases selected for the review were not the best examples of evidence. Somewhat similar to the Condon Committee in the 1960s. The panel then concluded that:

“There was no evidence of a direct threat to national security in the objects sighted in the reviewed cases.”

On January 17, 1953, the panel (also known as Robertson Panel) concluded the following:

1. "That the evidence presented on Unidentified Flying Objects shows no indication that these phenomena constitute a direct physical threat to national security."
2. "That the continued emphasis on the reporting of these phenomena does, in their perilous times, result in a threat to the orderly functioning of the protective organs of the body politic."

(Note; Concern for "control") The Investigation of UFOs — Central Intelligence Agency. [dxciii]

“In order to effectively strengthen the national facilities for the timely recognition and the appropriate handling of true indications of

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hostile action, and to minimize the concomitant dangers alluded to above (No 2 and No 1), the panel recommends:

1. "That the national security agencies take immediate steps to strip the Unidentified Flying Objects of the special status, they have been given and the aura of mystery they have unfortunately acquired.";
2. "That the national security agencies institute policies on intelligence, training, and public education designed to prepare the material defenses and the morale of the country to recognize most promptly and to react most effectively to true indications of hostile intent or action." (Note: this was a Public image campaign)

“In total, the meeting covered 75 cases of sightings from 1951-1952 provided by the ATIC and other materials. Dissenters were: Dr. J. Allen Hynek, who believed the three days session was too fast as he was studying the phenomena for five years."

“Dr. Thornton Page stated 5% to 10% of the "highly unusual cases" was completely ignored by the committee. He also made a slip of the tongue (according to Mr. Gross report) about the "UFO scare being nonsense," which upset Mr. Robertson (CIA). [dxciv]

Comment | We now know both Dr. Hynek and Dr. Page (Scientists) was concerned the Robertson Panel (established by the CIA), was white-washing the UFO reality. Dr. Page and a number of his personal friends (also scientists) had already had their own UFO sighting in the late 1940s. Dr. Page’s UFO sighting was of a large windowed cigar ship near his home.

CIA initiates the debunking of all UFO Cases

The material we now go over is from the research of USMC Major Donald Keyhoe. Late February 1953, Major Keyhoe (USMC) contacted Al Chop at the Pentagon and asked about recent UFO activity and the plans to reveal the UFO phenomenon to the public. Keyhoe learned of the CIA’s initiative to debunk all UFOs.

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According to Major Keyhoe, "The Air Force gave some of their top men a secret briefing. The CIA people advised them to put out a new report, debunking the saucers the way they did in '49 --tell the public the project was ended, and then carry it on underground."

"It was also then Major Keyhoe learned that Al Chop was resigning from the Air Force and joining private industry."

According to UFO researcher and historian Mr. Loren E. Gross, the following was said between the two:

"Chop confirmed that people in Air Force Intelligence were sharply divided over what to do with the UFO information, especially the sensitive Tremonton UFO film."

"Two groups within Air Force Intelligence were at odds with one another, he said, with some officers content with the "unexplained" conclusion, but they were opposed by others who wanted to stress the seagull theory."

That anyone would favor the bird idea astonished Keyhoe, who exclaimed, "You're kidding!".

"Knowing that both the Air Force and Navy photo labs excluded the bird answer, Keyhoe demanded to be told what authorities were going to say to the Press, so Chop explained that it had been suggested that the two military test results be mentioned but not treated in detail, and other films showing sunlight reflecting off balloons and seagulls be shown along with the UFO film."

As he listened to this, "Keyhoe became angry." Chop, noting the emotional response, said something in defense of the "anti-UFO group." (Without giving any clue he may have known anything about the Robertson panel) by remarking: "They honestly think they're right, that it's better to keep the thing quiet and not stir up people." [dxcv]

Orders from the Top.

Air Force personnel are to "deny and debunk all UFO reports.":

This same article on the CIA website shares: "To meet these problems, the panel recommended that the National Security Council (NSC) debunk UFO reports and institute a policy of public education to reassure the public of the lack of evidence behind UFOs.

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It suggested using the mass media, advertising, business clubs, schools, and even the Disney corporation to get the message across. Reporting at the height of McCarthyism, the panel also recommended that such private UFO groups as the Civilian Flying Saucer Investigators in Los Angeles and the Aerial Phenomena Research Organization (APRO) in Wisconsin be monitored for subversive activities." [dxcvi]

The above statement confirms the CIA put into action a national debunking campaign, as well as pursue any organizations that were trying to bring the truth to the American public. In summary, the CIA feared organizations like NICAP and APRO would persuade the people on the UFO reality, all the while its ultimate goal was to suppress the information.

As we mentioned above, according to Donald Keyhoe, in February of 1953, the Air Force was going to hold its special conference to release the information on the UFO reality to the American Public. Instead, we learn the CIA organized a special meeting at the Pentagon to convince top officials to kill any hopes of getting the truth to the public.

US Air Force officers Al Chop and Ed Ruppelt told Keyhoe: "They killed the whole program. We've been ordered to work up a national debunking campaign, planting articles in magazines and arranging broadcasts to make UFO reports sound like poppycock". [dxcvii]

Al Chop of the press section for Air Material Command at Wright Patterson Air Force Base continued:

"We're ordered to hide [these UFO] sightings when possible, but if a strong report does get out, we have to publish a fast explanation-make up something to kill the report in a hurry and also ridicule the witness, especially if we can't find a plausible answer. We have to discredit our own pilots. It's a raw deal, but we can't buck the CIA. The whole thing makes me sick – I'm thinking of putting in for inactive." [dxcviii]

The Air Force soon put out orders as follows: "By this order, SAFOI (Secretary of AF Office of Information) must delete all evidence of UFO reality and intelligent control, which would, of

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course, contradict the AF stand that UFOs do not exist. The same rule applies to AF press releases and UFO information given to Congress and the public." [dxcix]

Congressional record
And the NICAP UFO Report

The following is another important document that was not found in the recent CIA document release that discusses thoughts of the former Director (CIA) of UFOs.

In 1960, the National Investigations Committee on Aerial Phenomena (NICAP) provided a special report to Congress members. This report detailed UFO sightings by pilots, soldiers, military officers, and scientists.

Congressional members responded with extreme interest as the report clarified the seriousness of UFOs near commercial planes and strategic missile sites.

On August 31, 1960, House of Representative, Honorable Leonard G. Wolf introduced the report's findings to the floor of Congress. Mr. Wolf shared:

"Under leave to extend my remarks, I include an urgent warning by Vice Admiral Hillenkeotter, former director of the Central Intelligence Agency (CIA), that certain potential dangers are linked with unidentified flying objects - UFOs.

Admiral Hillenkeotter requests that Congress inform the public that the facts are endorsed by more than 200 pilots, rocket, aviation, radar experts, astronomers, military veterans, and other technically trained members of the National Investigations Committee on Aerial Phenomena.

The NICAP report on "Secrecy Dangers" with documented evidence on UFOs was first submitted confidentially to several other members of Congress, including Senator Lyndon B. Johnson and me.

In reply to NICAP, July 6, 1960, Senator Lyndon B. Johnson stated that he had ordered the staff of the Senate Preparedness Investigating Subcommittee to keep a close watch on UFO

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developments and to report on any recent significant sightings and the Air Force investigations of such sightings.

On August 20, 1960, NICAP sent me the following statement to be included in this report:

"There's a growing danger that UFOs may be mistaken for Soviet missiles or jet aircraft, accidentally causing a war. Civil Air Defense scrambles and alerts already had occurred when defense radar mistook UFO formations for possible enemy machines. NICAP agrees with the warning by Gen. L. M. Chassin, NATO coordinator of Allied Air Services.

"It is of first importance to confirm these objects the business of governments to take a hand if only to avoid the danger of global tragedy. If we persist in refusing to recognize the existence of these UFOs, we will end up one day, by mistaking them for the guided missiles of the enemy, and the worst will be upon us."

In closing, certainly, every member of Congress will agree to any such danger of accidental war – even if slight - must be averted in every possible way. It is also important to prevent any unfounded fear that UFOs are secret enemy devices.[dc]

Comment: President Kennedy in 1963 understood the potential threat of nuclear exchange with Russia with misidentified UFO fleets. Kennedy urges NASA to coordinate sharing UFO sightings and other information with Russia to avoid a possible war.

The Condon UFO Report is planned.

In a CIA document, on February 20, 1967, a Top-Secret meeting of five scientists met at NPIC to discuss UFO photography. The scientists were:

1. Dr. E. U. Condon, Dr. Richard Lowe, and Dr. David Saunders all of the University of Colorado;
2. Dr. William Price, Exec Director of AFRST; and
3. Dr. Rachford of the US Air Force

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Despite the document being scrubbed of author and recipients as well as the Agency (CIA?), we learn the following:

Upon arrival at and NPIC, the scientists were escorted to Mr. Lundahl's office. In the ensuing five 10-15 minutes discussion between Mr. Lundahl and Mr. Condon, the CIA and US Air Force's following points were laid out.

Any work performed by NPIC to assist Dr. Condon in his investigation will not be identified as work accomplished by the CIA. Dr. Lundahl advised Dr. Condon to make no reference to the CIA in regards to this work effort.

NPIC will not prepare any written comments, will not analyze information with the intent of drawing a conclusion, nor prepare any written reports.

NPIC personnel will be available to assist Dr. Condon by performing work on a photogrammetric nature, such as attempting to measure objects imaged on photographs that may be part of Dr. Condon's analysis.

The memorandum continues with duties to be performed in the UFO study.[dci]

The Condon Committee UFO Study that went Bust:

By January 10, 1969, the Condon committee shared with the public it could find no evidence that unidentified flying objects are spaceships from other worlds. The Condon Committee's report cost the American Taxpayers over $ 500,000. This 1,000-page two-year report came under the direction of Dr. Edward U. Condon of the University of Colorado. The statement declared that through investigation, it uncovered no scientific evidence to support contentions by various individual scientists and private organizations that flying saucers are visitors from a distant planet.

They pointedly added they would not claim the study proved that UFOs are not manned surveillance craft from outer space. Nor would they question the possibility that intelligent life exists beyond the earth.[dcii]

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Further to this point on secrecy: Dr. Jacques Vallee, in his book: "Dimensions, A Casebook of Alien Contact," shared a disturbing fact about the Condon Committee: “When the project wrote its report, the [UFO] files were locked up by the University of Colorado in Boulder. They were later transferred to a private home and were burned shortly thereafter”. [dciii]

China Urges UFO Studies

In August 1994, Chinese scientists met to share information on UFOs at an international summit conference in China. Over 50 scientists attending the conference signed an agreement of cooperation. One scientist shared:

“I was attending the conference for scientists from Taiwan, Japan, and China. Over 2,000 photos, videos, and audiotapes were shared on display during the conference.” According to Wang Changting, chairman of the Beijing-based China UFO research organization, China reported more than 5,000 UFO sightings. Changting acknowledged many of the notified Ariel phenomena were explained as man-made sidelights, aero lights, balloons, and lightning bolts. However, the rest of the cases lack explanation.[dciv]

UFOs over Taiwan

In a CIA intercepted message, on May 19, 1995, an Unidentified Flying Object (UFO) was spotted over the Central Taiwan County of Yunlin during the late evening. According to one of the witnesses, the UFO, which drew a crowd of more than fifty people, could be seen hovering over downtown Touliu between 11:20 pm and 12:30 am.

One eyewitness said the UFO, shaped like a bright circle, floated over a private house. Occasionally, the UFO would jump vertically and sometimes move horizontally, adding it did not resemble an airplane.

The chairman of the China UFOs science Association, Chaing Huang-Jun, said eyewitness accounts of UFOs in Taiwan are rare

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and that last night's sighting was worthy of further study. News article pointed out the last time a UFO was sighted in Taiwan was on December 16, 1994, when a group of Taipei people claimed that they spotted a group of five UFOs in the skies around 4:00 pm.[dcv]

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Chapter 17: World Governments Sharing UFO Information

World-wide reporting of UFOs instituted

Since the 1940s, US intelligence agencies and military intelligence groups have been engaged in sharing and collecting UFO cases worldwide. The US has been collecting and sharing information among NATO-allied members while Russia and China exchange information on UFOs.

This government transparency, hidden from public knowledge, prevents potential nuclear wars and safeguards our skies or the space above the earth from potential invaders off the world.

This strategy was first established between the US and the Russian government during the Kennedy Administration. However, some informants suggest sharing UFO information with Russia, England, and Greece originated in the Truman era.

With many witnesses confirming CIA interest in the matter, it is stunning no CIA reports released reveal the degree to which countries have openly shared UFO reports.

Greece and the US.

We have already mentioned how Dr. Paul Santorini, a Greek physicist, in 1947 confirmed Foreign scientists flew to Greece for secret talks on UFOs over Greece.

According to Raymond Fowler's research, one of those countries that came to Greece were representatives of the US Government. These representatives were the "Pentagon and US scientists."[dcvi]

CIA memorandum "Interceptions."

On September 24, 1952, a CIA memorandum on "Subject: Flying Saucers" was released. H. Marshall Chadwell, Asst. Director of

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Scientific Intelligence, states: "A world-wide reporting system has been instituted, and major Air Force Bases have been ordered to make interceptions of unidentified flying objects."[dcvii]

Did Truman keep Russians informed of Aliens?

In an unsubstantiated case, former Naval Officer and researcher Bill Cooper claimed that President Truman “had been keeping our allies, including the Soviet Union, informed of the developing alien problem.” [dcviii]

South African (SAAF) and British (RAF) Air Forces

In 1953, a defense headquarters spokesman in Pretoria revealed UFO sightings by SAAF (South African Air Force) officers are prevalent. Furthermore, that there is a regular exchange of information between the SAAF and RAF (Royal Air Force). Also, UFO reports are shared with military intelligence.[dcix]

The Brazilian Government and US Navy

From my book ‘The Invasion of Earth,’ Dr. Olavo T. Fontes was a researcher for the Aerial Phenomena Research Organization (APRO) in the 1950s and 1960s. Olavo was a brilliant individual in that his research was thorough, he spoke several languages, and he worked for the well-respected research organization "APRO." Today APRO is known as MUFON.

Loren E. Gross's research papers revealed the following letter (notes) by Dr. Olavo T. Fontes dated February 14, 1958 (6:30 pm): Dr. Fontes prepared the letter regarding information shared with him by the Intelligence Officers from the Brazilian Navy.

> Dr. Fontes shares: "All military authorities and governments throughout the world are informed about the situation. There is an exchange of information through intelligence services, and top-secret military conferences are held periodically to discuss new developments on the subject."

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“The Brazilian Navy receives monthly classified reports from the US Navy, and we send back to them any information available here." [dcx]

“A similar contact exists among our Army and Air Force and several (similar) military organizations in other countries.”

“Here in Brazil, only the persons who work in the problem know the real situation: Intelligence officers in the Army, Navy and Air Force; some high-rank officers in the High Command; the National Security Council and a few scientists whose activities are connected with it; and a few members of certain civilian organizations researching military projects.”

“All information about the UFO-subject from the military is not only classified or reserved for official uses, but it is also top secret.”

“Civilian authorities and military officers, in general, are not entitled to know. Even our President is not informed of the whole truth.”

"Military authorities throughout the world agree that the people are not entitled to know anything about the problem. Some military groups believe that such knowledge would be a tremendous shock -- enough to paralyze the life in our countries for many years in the future."

“On the other side, they believe that flying saucer reconnaissance (as it is now) might last another ten years --the people could not be controlled for so long a time, and the danger of uncontrolled panic would be high.”

Brazil releases the UFO photo.

Whenever foreign governments release information, the CIA's job was to obtain that information and communicate this to US military bases, the Secretary of Defense, and other US Agencies (such as the DIA). We did not find the following information in the recent release of CIA records.

The Brazilian Government
“authenticates” Barauna UFO Photos:

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On April 17, 1958, an official document on the Trindade story was made available to the Brazilian House of Representatives. This particular document commented on the Barauna UFO photos and various incidents that took place on the island. This secret document (minus some Top-Secret information like the electric power failures) was leaked to the public and later published in several Brazilian newspapers.

A few of the papers carrying the story was ‘The Correia da Manha,’ ‘The 0 Jornal’, and ‘The Jornal do Brazil.’ A reaction to the leak of the Navy document appeared immediately in a press release issued by the Navy Minister Office over the signature of Commander Raul Lopes Cardoso:

“The Navy has sent a memorandum to the House of Representatives with the answers to the questions asked by Representative S. Magalhaes, in an official document, on the sighting of a flying saucer on January 16, 1958, at the Island of Trindade.”

“I must declare, however, that such a memorandum is a classified document, and the House of Representatives is not authorized to divulge any information included there. Only the President of the Republic, or the Navy High Command, could give the order to declassify the Navy Secret Report on the· subject and make it available to the public.”

"I would like to make it clear, on the one hand, that the document received by Rep. S. Magalhaes is not the Navy Secret Report it-self. That report continues to be secret. Any information or comments about it are still forbidden. What was sent to the House was a single memorandum, classified too." [dcxi]

The United States and Japan

Around 7:00 pm on March 21, 1965, a TOA passenger plane with 40 passengers encountered a UFO seventy miles from Osaka Airport, Japan. According to the case, the UFO;

1. “followed the passenger plane”;
2. “stopped for about three minutes, then”;

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3. "took up a position alongside the left-wing at three hundred feet"; and
4. it paced the TOA for 55 miles.

"Pilot Yoshiaki Inada said the object "violently" affected his automatic direction finder and his radio. He tried contacting the Osaka Communications tower but was unsuccessful."

The object then disappeared when the passenger plane reached Matsuyama in Shikoku.

The TOA passenger plane's copilot contacted Matsuyama tower to report the sighting and overheard the frantic calls from a second plane owned by Tokyo lines.

The Tokyo lines pilot reported their plane was being chased by a "mysterious luminous object" along the northern edge of Matsuyama city.

‘The Mainichi Daily News’ reported a team from the United States was coming to Japan to interview the pilots chased by egg-shaped UFOs. The team was comprised of members from the Defense Department, the Federal Aviation Agency, and Palomar Observatory."

It was believed the US was interested in knowing about the causation of "several mysterious aviation accidents possibly involving UFOs."[dcxii]

The Brigadier General Bolender Memo

In 1969 the United States Air Force was still considering whether UFOs posed a threat to the United States' National Security.

On October 20, 1969, General Bolender wrote a memorandum which revealed:

“Moreover, reports of unidentified flying objects which could affect national security are made in accordance with JANAP 146 or Air Force Manual 55-11, and are not part of the Blue Book system.”

The memo continued: "The Air Force experience, therefore, confirms the impression of the University of Colorado researchers "that the defense function could be performed within the framework

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established for intelligence and surveillance operations with the continuance of a special unit such as Project Blue Book."

Furthermore, the memo states: "In light of the University of Colorado recommendation that the federal government should not set up a major new agency for the scientific study of UFOs, we do not favor this suggestion and feel that UFO reports should be left to normal scientific and defense channels."[dcxiii]

Russia and the United States

In 1965, a former officer of the French Secret Service, George Langelaan, giving a lecture at Mourenx, Landes on the subject of UFOs became aware that the Russian and American secret services collaborated on the problem, and the conclusion was that flying saucers exist and their source is extraterrestrial.[dcxiv]

Russians exchange UFO data with the US.

In September 1989, the Ukrainian Academy of Sciences held discussions about many of its laboratories, experimental institutes, employees, and projects. It was mentioned in the Ukrainian Academy of Sciences has the authority to engage in cooperative research with the United States and other countries. The most interest with cooperation is in math, theoretical physics, and astronomy. When asked about UFOs, officials stated the academy has several organizations that follow the subject and that some scientists think it is a serious problem.[dcxv]

Brazil shares UFO information with the United States.

On January 20, 1996, the North American Aerospace Defense Command (NORAD) tracked a submarine-shaped craft having difficulty heading in the direction of Varginha. Dr. Roger Leer interested in the case, visited the hospital where one alien creature recovered after their ship crashed.

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Dr. Roger Leer was shown documents that confirmed agreements between NASA and the Brazilian government, which allow for any material coming from space found in Brazil to be turned over to the United States government.[dcxvi]

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Chapter 18: Conclusion

As we close out this book, we discussed many UFO cases not shared by the CIA that came from foreign and domestic newspapers, television shows, and foreign embassy teletype messages.

We determined the recently released CIA reports include enormous information on day-to-day activities in various countries worldwide. The information includes political, social, and economic activities in the countries. Only a tiny percentage of these declassified CIA files contain information on UFOs. The lack of UFO cases in the CIA files suggest:

1. the CIA continues to hold “classified” UFO information (retain these cases in other secured locations);
2. those responsible for tracking UFO cases in other countries did not do their jobs (incompetence); or
3. the CIA is blocked from obtaining such information as a result of the secrecy levels of other countries.

We can say that regardless of the reasons for the CIA to withhold this information, we now have evidence the CIA has been informed of thousands of UFO cases, photos, and films that have never been disclosed on their website.

Missing government UFO files and Photographs

In many of my books: ‘UFOs in European AirSpace’; ‘The Invasion of Earth’; ‘Project Blue Book’; ‘UFOs in the Sky,’ and ‘UFO Motherships,’; I list all the activities in which military and civilians have witnessed and reported UFO incidents around the globe. These UFO cases have been reported to Police Departments, Military bases, and local newspapers.

The CIA has been tracking newspapers and radio / TV broadcasts since the 1950s, yet the recently released CIA UFO files

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are missing a ton of information that is now known by the public worldwide.

Consequently, the declassified UFO cases on the DIA, NSA, FBI and CIA websites are missing the following UFO incidents:

- UFOs chasing cars, automobiles (story and photographs);
- UFOs chasing people on motorcycles and bicycles;
- UFOs at Nuclear and Power Plants (story and photographs);
- UFOs at Nuclear Weapons storage facilities (story and photographs);
- UFOs at ICMB / Nuclear missile launch facilities;
- UFOs over Naval battleships / Aircraft carriers (story and photographs);
- UFOs pacing or engaging passenger planes (story and photographs);
- UFOs pacing or engaging Military planes (story and photographs);
- UFOs making planes and pilots disappear;
- UFOs in space, taken by ESA, NASA - Russian, Chinese, American and other countries Astronauts, Cosmonauts (story and photographs);
- UFOs at Air Bases (story and photographs);
- UFOs at Naval Bases (story and photographs);
- UFOs at Army Bases (story and photographs);
- Crash and Recovery of UFO cases worldwide (story and photographs);
- Recovery of live or dead Aliens (extraterrestrials) at crash sites worldwide (story and photographs);
- UFOs over Homes;
- UFOs over Hospitals; and
- UFOs over Schools.

The above UFO incidents are a growing list of what the public has been missing in the disclosure of the interplanetary visitors.

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Furthermore, we have to ask ourselves, if Congress orders government agencies to release all their UFO files and they fail to do so, what can we do about it?

Without accurate government disclosure of the quantity and quality of aerial intrusions over all countries (censorship), we face having to educate ourselves on this continuing emerging phenomenon.

What we can say we know about UFOs and their Pilots:

1. Evidence reveals - aliens are visiting earth;
2. Evidence reveals - aliens appear interested in studying human beings, our activities and habitat;
3. Evidence reveals - some aliens are human in appearance, while others are radically different yet humanoid in form. This suggest there are various species visiting earth;
4. Evidence reveals – they are technically superior outrunning our planes, shutting down our weapons systems.

What must we assume about UFOs and their Pilots:

1. Evidence suggests - these alien visitors being more technologically advanced must come from a civilian that is older than our own. In essence, aliens visiting this planet must be older than humans as they conquered gravitational forces by non-nuclear and non-combustion type propulsion methods;
2. Evidence suggests - they arrived by interplanetary means many thousands of ago and continue to visit earth today to study its peoples and natural habitats.

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What we do not know about UFOs and their Pilots:

1. We do not know "officially" - their eventual intentions with humans or the planet;
2. We do not know "officially" - which species are hostile and which one are not.

What we can say about the CIA, DIA, and NSA document releases:

1. We know – we have not seen or heard of all the UFO cases;
2. We know – very few photographs or films have been released to the public for consumption. I do want to thank the Pentagon for releasing the film of the F-18 jets / UFO engagements from 2017 to 2019;
3. We know – no government agency has offered to educate its people on alien intentions and those identified as hostile to humans.
4. We know – the US government prepared some information on UFOs and Aliens (FEMA or SOM1) for specific segments within the government. These manuals were issued for military personnel or firefighters only and not the public.

What we can say about the World government sharing of information on UFOs.

1. World governments have been sharing UFO cases (stories and photographs) since the 1940s;
2. World governments exchanges included the UFO (ship) and humanoid bodies. These are stored at undisclosed bases around the globe (e.g., exchanges with Mexico, Brazil, etc.);
3. The United Nations has discussed the topic of UFOs, yet nothing formal has been done to inform the general public on alien intentions and those identified as hostile to humans.

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What does the information on UFOs tell us about alternative propulsion systems?

1. Retro engineering recovered UFOs point to new propulsion methods (e.g., antigravity propulsion, plasma drives, etc.). These are vastly different than combustion or nuclear engines in development.

Would public acknowledgement of UFOs help Earth and its citizens?

1. We have to ask ourselves, would the release of other UFO cases, including photographs, finally kick start a healthy new trend in all countries worldwide? Meaning, would the reality of UFOs and their occupants visiting earth teach humans we are not alone, and there are other modes of transportation that would help the human race become less harmful to the planet?

2. Furthermore, would this knowledge of people from other worlds teach humankind, we are one species (and not separate races) on this planet and that we may need to continue to exchange ideas and assist one another more openly? Meaning:

1. Could such openness among the people of the world finally help each other accept one another as one species and embrace their unique cultures while minimizing our skin color?
2. Could such openness end religious or cultural disputes around the globe?

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3. Could such openness improve our technology to reduce energy problems, greenhouse gases, and food shortages?

In Conclusion

After reading this book, we have to ask ourselves, what is the ultimate goal of this ongoing alien visitation of our planet?

1. Do aliens ultimately want to take over our world?
2. Do aliens want to mate with humans?
3. Are aliens concerned with humans venturing into space carrying nuclear weapons to destroy their colonies?

If aliens fear man, they have ample proof of human nature, from the Bible's stories to historical conquests of other nations and human genocide over thousands of years. After all, it was my European ancestors that invaded the lands of native Americans and the African nations. It was my Viking ancestors that invaded England in 1066.

We do not have all the answers, but we believe government agency networks have such information in their secret archives.

This book taught us that the CIA, NSA, and DIA were heavily involved in gathering UFO information. This involvement was much greater than we initially thought.

Furthermore, we learned these agencies have gathered information from foreign sources and are responsible for disseminating such information to the Secretary of State, its sister agencies, and military bases worldwide.

Some government agencies' secrecy and ridicule became the primary weapon of choice to keep the information from public knowledge. In concert with newspaper organizations and media outlets in major cities, the CIA appeared less interested in informing the public of UFO sightings.

Today, what is evident is whether this information is released now or in 50 years, civilians, military personnel, and foreign

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governments will continue to experience aerial intruders. The aliens have invaded, so what comes next?

I pose to the worldwide Intelligence Agencies share all they have on UFOs and Interplanetary visitors to educate the human population and begin building trust with their people. Otherwise our Alien visitors who seem tired of waiting on worldwide governments will educate us directly.

The End

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ABOUT THE AUTHOR

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John became a witness to his own UFO sightings in Connecticut from 2011 to 2013. He then became a researcher, and historian to understand this worldwide phenomenon.

John is the author of many UFO books at Amazon;

"UFOs In U.S. AIRSPACE: Hard Evidence", editions 1&2
"Project Blue Book: The Untold Truth", editions 1&2
“UFOs in European AirSpace”
“UFO Motherships”
"The Invasion of Earth: UFO & Extraterrestrial Contact
Presidents, Congressmen and UFOs
“UFOs In The Sky: Celebrities, Politicians and Military Officers”
“UFOs In The Sky: The Upper Midwest States”
“UFOs In The Sky: The Southwestern States”
“UFOs In The Sky: The Mid-Atlantic States”
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